



Hongkong Daily Press.

ESTABLISHED 1857

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THE BEST THING
IN SIGHT
IS
CROOKES' GLASSES.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,812. 號二十百八千九萬一第

日七初月一拾年國華中 HONGKONG, MONDAY, DECEMBER 5th, 1921. 一拜禮

號五月式拾年拾國民華中

PRICE, \$3 PER MONTH

INTIMATIONS
JUST LANDED

ALLSOPP'S:

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PILSENER BEER
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BURTON-ON-TRENT

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16 and 20 bore, loaded with the Sportman's
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PEAK TRAMWAY CO.
LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. 9.00 p.m. 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.
SUNDAY.
7.30 a.m. and 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
any Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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WILTS. v. POLICE

The Police missed the services of J. Clark in the defence in this match and went down by 5 clear goals. The teams turned out as follows:—

WILTS.—Turner, Trivett and Moore; Lancaster, Westall and Penfold; Warren, Evans, Menham, Swanborough and Amor.

Police.—Swan; Robertson and McWalters; Watts, Forbes and D. Clark; Cargill, Watson, Pearson, Valentine and Miller.

Referee: Mr. Moore.

Menham kicked off for the Wilts who took up the attack but a mighty kick from Robertson relieved. Wilts returned and Amor handled. The Police got away and Moore was stopped for fouling. The Wilts returned to the attack and McWalters cleared at the expense of a pommer.

From the goal kick, Forbes sent in Pearson who had the misfortune to handle when about to shoot from close range. Menham received from the free kick, and taking the ball down sent out to Warren, when tackled, and the Wilts right winger sent in a long shot that Swan misjudged, and the ball landed into the net. From the re-start the Police worked the ball down and following a neat pass Cargill sent in wide from the right. Menham soon put his side further ahead, for Swan throwing himself at the ball was a trifle too late, and the ball rested safely in the net. Trivett cleared a rush from the centre kick and sent away Warren who centred and Swanborough shot the ball over the bar.

Midfield play followed from which Menham got the ball away and passing to Swanborough this player bent Swan with a ground shot. Moore and Trivett, playing a sound defensive game, kept the Police out, and Menham scored number 4 with a splendid shot. While facing his own goal he received a long pass, trapping the ball and, turning quickly, left Swan helpless with the ball in the net. This shot would have brought downfall to any goalkeeper. Wilts took up the attack, and Amor cleared at the expense of a corner. Off-side against Menham relieved the pressure just as the whistle sounded for half time with the Wilts leading by 4 goals to nil.

Valentine went out on the wing on resuming, but the Police forwards could make little headway. Watson when well placed, sent over the bar. Moore mis-kicked and gave the Police their best chance of the afternoon, but their forwards were not up and Trivett cleared. Menham headed a pass from Warren on to the cross bar, the ball rebounding to play and Menham returned over the bar. The play was fast and each side visited their opponents' goal. Menham broke away from the centre and running through scored number 5 for the Wilts.

From a free kick Watts sent out to Valentine, but he delayed his centre and Trivett cleared. Pearson just missed and time arrived shortly after with the Wilts leading by 5 goals to nil.

Warren, Menham and Penfold were the pick of a good side, while Moore and Trivett played well at back. The Police side could not settle down and J. Clark was badly missed in the defence.

"CAIRO" v. KOWLOON.

Stevenson turned out for the Cairo on the Navy "A" ground and Matthews resumed his position at centre half. Wayman started at back for Kowloon but changed with Pascoe later. Coombes opened the score for Kowloon who led at the interval by one goal to nil. Resuming, the sailors had most of the play and Crocker saved well in goal. During the pressure one of the Kowloon defenders handled, and Matthews taking the kick sent straight to Crocker who cleared. Kowloon now took up the attack and following good combination Townsend sent the ball past Eve and Kowloon were two up.

From the kick off the sailors resumed the attack but could not score and time arrived with Kowloon unexpected winners by 2 goals to nil.

Mr. Hollands was the referee.

"TITANIA" v. SOUTH CHINA.

On the South China ground these teams played a drawn game. The sailors had a strong side out and were unlucky not to win. For the equalizer came from a penalty. Bates scored for the sailors and Chen So for the Chinese from a penalty awarded through Knighting handling in the area. The game was fast throughout, but towards the close the exchanges between a couple of players took the rough side.

Mr. Jones was the referee and kept the players well under control.

"CURLEW" RES. v. SOUTH CHINA "B."

The Curlew proved too good for the Chinese who went down by 7 goals to 1. Poole (3), Roberts (2), Hender (3) for the sailors and Kum Fook, for the Chinese, scored the goals.

CLUB RES. v. R.G.A. RES.

Playing at Sookunpo, the Club Reserves almost secured their first win, for at half time they were leading by one goal to nil. The shot that the soldiers equalized with should have been cleared, for Angus stopped the shot, but allowed the ball to pass between his legs into the goal. Banner for the Club and Best for the R.G.A. scored the goals.

UNITED v. PUNJABIS.

The United romped home by seven goals to nil in this match scoring 4 goals in the first and 3 in the second half. Valentine (2), Simmons (2), Brown and May scored the goals.

KOWLOON RES. v. SOUTH CHINA "A."

On the Kowloon ground, Happy Valley, the Kowloon Reserves were assisted by R.E. players, while Mason played at back. The game ended in a goalless draw.

ROYAL HONGKONG YACHT CLUB.

SATURDAY'S RACE MEETING.

The Second Championship for Racing Yachts was sailed off on Saturday afternoon over a course of (I) Mark boat in Quarry Bay (P), (II) Chut Book Buoy (P), (III) Lyman Beacon (P), making a total distance of 3.6 miles. The wind was light and variable, blowing from the E.N.E., N.E. and E.S.E.

The results were as follows:—

HANDICAP "H."

Prep. gun at 2.25 p.m.
Starting gun at 2.30 p.m.

Yachts	H'cap on Course	Corrected Time	Position	For Race	Points	Date
Diana	Scratch	4.41.50	1	0	1	1
Rolla	Scratch	4.34.24	2	0	2	2
Colleen	do	4.58.06	3	0	3	3
Souls	do	5.18.03	4	0	4	4
Dorothea	do	4.34.32	5	0	5	5

ONE DESIGN "I."

Prep. gun at 2.30 p.m.
Starting gun at 2.35 p.m.

Yachts	H'cap on Course	Corrected Time	Position	For Race	Points	Date
Daphne	Scratch	Did not start	1	0	1	1
Boito	do	5.31.17	2	0	2	2
Alia	do	5.31.44	3	0	3	3
Haleyon	do	6.35.17	4	0	4	4

GAIL "G."

Prep. gun at 2.40 p.m.
Starting gun at 2.45 p.m.

Yachts	H'cap on Course	Corrected Time	Position	For Race	Points	Date
Gael	Scratch	5.58.5	1	0	1	1
Tonette	owes 43	5.55.03	2	0	2	2
Heckla	owes 43	Did not start	3	0	3	3
Viking	owes 43	5.57.38	4	0	4	4
Duray	Scratch	5.59.59	5	0	5	5
Joan	do	6.33.40	6	0	6	6
Chinook	owes 148	Did not start	7	0	7	7

In the Haywood Hays Class a protest was lodged by one of the entrants and the results of this race will not be known until the decision of the protest committee has been announced.

SUNDAY'S RACING.

Two events were sailed off yesterday in a N.N.E. wind over a of Datum Rock (S), Stonecutters (S), Channel (S), finish—Club Line. Distance 18½ miles.

Results:—

ENGLISH CRUISERS.

Prep. gun at 9.55 a.m.
Starting gun at 10 a.m.

Yachts	H'cap on Course	Corrected Time	Position	For Race	Points	Date
Violet	owes 43	2.46.25	1	8	8	8
Aileen	owes 43	2.16.18	2	6	6	6
La Cigale	owes 43	2.57.48	3	5	5	5
Irene	owes 43	3.01.43	4	4	4	4
Aurora	owes 43	3.04.58	5	3	3	3
Feathers	owes 43	3.10.06	6	2	2	2
Norseman	owes 43	3.13.02	7	1	1	1

CHINESE REG.

Prep. gun at 10 a.m.
Starting gun at 10.5 a.m.

Yachts	Handicap	Corrected Time	Position	For Race	Points	Date
Helen	owes 43	3.53.40	1	3	3	3
Niobe	owes 43	4.02.40	2	2	2	2
Onone	owes 43	4.57.45	3	1	1	1
Lady Jean	owes 43	4.44.50	4	1	1	1

VICTORIA RECREATION CLUB.

YESTERDAY'S SCRATCH RACES.

The First Scratch Regatta of the Victoria Recreation Club was held at Black Boulder Point yesterday. The event was well attended and the weather conditions were favourable to both sailors and spectators. Competitions were keenly contested and there was a large number of entries. The prizes won during the day are to be presented at the next Scratch Regatta, which is to be held in the near future.

The following are the results of the racing:—

SAILING RACE.

1, Petrel (Hopkins); 2, Lark (Lamarcho); 3, May (Trousance).

Also sailed—Mouette (La Bussica), Iris (G. Jack), Babo (Capt. Baylis), Coo-Wa (E. Earnshaw).

FOURS, B. AND C. CLASS OARSMEN FOR MEMBERS—2 MILE.

1—G. May (stroke), Shalabanoff, Schnepel, Souza, (Colour-purple).

2—O. Stutz (stroke), A. Mason, O'Brien, Tounghy, (Colour-red).

LADIES PAIRS, DINGHY RACE—1 MILE.

1—The Misses M. and G. Ramsay, V. Ramsey (cox).

TUBS SCULLS.

1—Ignatieff; 2, Buschaert.

MIXED PAIRS—1 MILE.

First heat.—C. Earnshaw, Mrs. Reynolds, Mr. Prowoo (cox).

Second heat.—V. Ramsey, Miss M. Ramsey, Miss G. Ramsey (cox).

The final for the above event will be rowed off at the next Scratch Regatta.

OPEN FOURS.

1—G. May (stroke), Ignatieff, O'Brien, V. Ramsey, R. Wittell (cox).

2—C. Earnshaw (stroke), Shalabanoff, W. Ramsey, Rocha, Capt. Baylis (cox).

The officials were Messrs. A. McKirdy, umpire and vice-commodore, and R. O. Wittell, starter.

The members of the Committee were—Capt. Baylis, Major Rapson and Mr. E. I. de H. Moore.

SOCIETY OF ST. VINCENT-DE PAUL.

GREAT SUCCESS OF THE ANNUAL FETE.

For nearly half as long as the Colony has existed the Society of St. Vincent de Paul has held an annual fête to raise charitable funds and the affair took place yesterday in the compound of the Roman Catholic Cathedral, attracting, as usual, an enormous number of people. H.E. the Governor and Lady Stubbs lent their patronage. Owing to building operations, begun since the last fête, the space available was not so great as last year but the Catholic Union Club kindly lent their ground and so made good some of the deficiency, otherwise, so great was the attendance, many would have been turned away. Apart from such attractions as the chance of a new seven-seater motor car in a raffle for the price of three dollars, shooting gallery, bran tub, roulette board and so on, the leading feature of the bazaar was a splendid display of toys. With Christmas so close at hand there was a great demand for these. There was an enormous range of toys, from expensive ones to quite cheap articles, and the quantity was large enough to replenish a huge stall again and again. Rarely, if ever, has such a large collection been seen in Hongkong. Seeing that the Convents have such a reputation for needlework in all its branches, ladies who visited the bazaar expressed surprise that a fancy work stall was not included.

All the afternoon's business was very brisk but the bazaar did not reach its zenith until the evening when, with fairy lamps and Chinese lanterns alight, it presented a very pretty spectacle. The numbers of visitors then increased very much and all was bustle and gaiety. The decorations were carried out under the supervision of Mr. Pinches and Mr. McCrohan, of H.M.S. Tamar, and Mr. Max a dos Remedios and Mr. M. F. Baptista planned the stalls at which hosts of willing workers were busy all the afternoon and evening.

The Band of the Wilts. Regt. rendered selections from a point of vantage in the Cathedral porch and contributed very much to the pleasure of visitors. A list of all those who helped towards the success of the fête is given below: special mention should be made of the hon. secretary, Mr. Fitz-Gibbon, whose organising ability smoothed the labours of all concerned.

His Excellency the Governor, accompanied by Mr. Eric Rice, arrived at 9.30 p.m. and was received at the entrance by Mr. F. H. Barnes, President of the Hongkong Council, and Mr. W. G. Fitz-Gibbon, Chairman of the Bazaar Committee, Mr. G. P. de Martin, M.B.E., Mr. J. P. Braga, J.P., Mr. A. E. H. P. C. Macanama, Mr. J. S. McCann, Mr. E. V. M. R. de Sousa, and Mr. Simon Tse Yan, members of the Bazaar Committee. The Guard of Honour was composed of a detachment of St. Joseph's College Troop of Boy Scouts.

LISTS OF WORKERS.

The following were the members of the Committees which carried out all the work:—

BAAZAR COMMITTEE.—Mr. W. G. Fitz-Gibbon (Chairman), Mr. T. W. Doyle (Treasurer), Mr. J. M. S. Rozario (Secretary), Messrs. A. E. S. Alves, M. F. Baptista, F. H. Barnes, L. A. Barton, E. Basto, J. P. Braga, J. P. A. E. H. P. C. Macanama, Mr. J. S. McCann, Mr. E. V. M. R. de Sousa, and Mr. Simon Tse Yan, members of the Bazaar Committee. The Guard of Honour was composed of a detachment of St. Joseph's College Troop of Boy Scouts.

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POSTCARD STALL.—Mr. and Mrs. J. D.

Osmund, Mr. and Mrs. J. A. V. Ribeiro, Mr. and Mrs. E. M. Ozorio, Mr. and Mrs. J. O. Remedios, Mr. and Mrs. E. O. P. Hyndman, Mr. and Mrs. H. R. Sequeira, Mr. and Mrs. R. F. Luz, Mrs. S. M. da Cruz, Misses C. Ribeiro, C. Magina, M. Montalto de Jesus, C. Tavares, M. S. Rozario, E. Sequeira, G. Pinna, G. Remedios, C. Kennedy, M. L. Barradas, M. Remedios, B. Xavier, L. Ozorio, B. Ozorio, Messrs. A. O. Barradas, V. M. Barradas, J. M. Fonseca, A. F. Remedios, A. J. Osmund, L. A. Osmund.

SOUVENIR TICKET EXCHANGE.—Miss R. White, Mr. F. B. P. Silva, Mr. L. C. R. Souza.

SOUVENIR STALL.—Mr. and Mrs. J. J. dos Remedios, Mr. and Mrs. M. A. dos Remedios, Mr. and Mrs. Carlos Mattos, Mr. and Mrs. F. V. Vandenberg, Mr. and Mrs. F. F. Ribeiro, Mr. and Mrs. J. E. Rocha, Mr. and Mrs. M. J. D. Alves, Mr. and Mrs. L. G. Ribeiro, Mrs. and Miss Vichy, Misses Remedios, Miss Carmen Roberts, Miss Thelma Remedios, Misses Mattos, Messrs. L. G. Rocha, Fernando Remedios, L. L. Rocha, F. C. Laurel, E. Mattos, Lucio Ribeiro.

REFRESHMENT STALL.—Messrs. T. M. Perpetuo, Wilkinson, Moraes, J. M. B. Li Yat Choi, Ribeiro, Guest and Rock.

PARCELS OFFICE.—Mr. Watt and Mr. Garcia.

FORTUNE TELLER TENT.—Mrs. E. M. Clark.

BANK.—Mr. T. W. Doyle and Mr. H. C. Macanama.

TOY BAZAAR.—Mrs. Barnes, Mr. and Mrs. E. V. M. R. de Sousa, Misses de Sousa, Mrs. Botelho, Mrs. J. D'Almada, Mrs. Barton, Miss Silva, Mr. A. Xavier, Mr. M. Silva, Miss E. Silva, Mr. D. Lopez and Mrs. Barretto.

MOTOR CAR STALL.—Messrs. A. H. Carroll and L. A. Barton.

CHUTE.—Warrant Officer P. Rumly.

ROULETTE TABLE.—S.P.O. E. Kennedy and Leading-Sergeant D. Murphy.

BRAN TUBS.—Miss Dillon, Miss Murray and Mr. M. Corcoran.

CHRISTMAS TREE.—S.P.O. R. Rumly.

SHOOTING GALLERY.—Mr. and Mrs. A. J. Vieira-Ribeiro, Mr. and Mrs. V. F. d'Almeida, Mr. and Mrs. A. A. d'Almeida, Mrs. E. B. de Luz-Sales, Miss Angela de Luz, Messrs. E. D. da Silva, Ambrosio da Silva, J. M. da Luz, F. X. Lobato de Faria, A. A. S. da Rosa, P. Lima, Mario da Silva, Henrique da Silva.

FISHING POON.—Miss Connie Stonham, Miss E. Luz, and Masters Willie Stonham and Harry Burden.

DOLL HOUSE RAFFLE.—Mr. and Mrs. A. J. V. Ribeiro.

SALE OF ROSES.—Mrs. Law, Mrs. Roden-fusser, Mrs. Barnes, Mrs. Edwards, Mrs. Marcel, Mrs. Crookshank, Mrs. Havelock David, Mrs. Burden, Mrs. Hardwick, Mrs. B. Basto, Mrs. Barnes, Mrs. Dillon, Misses Wildin, Bowen, L. Mackenzie, A. Perpetuo, Jenny Whyte, H. Jorge, Hatty Noronha, A. Jorge, Lina Choa, V. Wilkinson, May Marriott, B. Hardwick, Gladys Johnson, Celeste Osmund, Mary Gandall, Connie Stonham, May Davitt, Agnes Dillon, Doris Dillon, M. Murray, L. Murray, L. Tse Yan, Vera Stanley, Leonora Collica, Kathleen Simmons, Betty Steel, Marjorie Hanson, Betty Pearson, Kathleen McEwen, Olga Basto, Alda Alves, G. Souza, Maud Dillon, M. Basto, Jean Foulds, P. Rustonjee, Nancy McEwen, Annie Barnes.

The two highest collections made in the Rose Sale were—Miss Mackenzie (\$135.05), Miss M. Murray (\$124.66), Miss Celeste Osmund (\$113.69), Mrs. Crookshank (\$106.59), Miss L. Tse Yan (\$101.75).

Donations are acknowledged as follows:—

Sir Paul Chater, Kt., C.M.G., \$1,000; collected by Miss B. Pereira from members of the Hongkong Stock Exchange and a few other brokers, \$888; the Hon. Mr. Chou Sou-sen, \$25; Mr. Ho Kwong, \$20 and Mrs. J. M. C. Basto, \$20.

The Bazaar Committee desires to thank the many generous subscribers towards the Society's funds; the ladies who so kindly sent souvenirs and prizes for the various stalls; Colonel Wyndham and the Band of the 2nd Wiltshire Regiment; the Catholic Union Club for the use of their compound; Bishop of Hongkong for the use of the Cathedral grounds; the Hongkong Electric Co. for the illuminations; Mr. Carroll for supplying the motor car at cost price; the Hongkong Sporting Arms and Ammunition Co. for the loan of air guns; Mr. H. Green, Superintendent, Botanical and Forestry Department, for the Christmas Tree; Commander Gilchrist of H.M.S. Tamar for the loan of flags; Mr. Leal newspapers for their support; Mr. J. Witcheil, manager of the King Edward Hotel, the Hongkong Tramway Co., the Peak Tramway Co., and the Star Ferry Co. for advertising facilities; Messrs. Komar & Komar and British-Chinese Tobacco Store for window-space; Messrs. Wiseman, Alexandra, Café, Victoria Café, and M. Y. San Co. for cakes; the Dairy Farm Co. for milk; the British-American Tobacco Co., Canton-Nanyang Tobacco Co. and Liggett Myers & Co. for cigarettes; China Sugar Refinery for sugar for tea room; Gracia & Co. for postcards; Mr. U. Rumjahn for the use of the drum for the motor car draw; the St. Joseph's Association for the use of their hall for dining room; and the many others who contributed towards the success of the bazaar.

RUGBY.

NAVY v. CLUB.

The Club opposed a strong Navy side on their own ground and in the first half they showed up to advantage. V. G. Smyth picking up well from the scrums and showing good speed. Half-time no score. Early in the second half the Club pack began to feel the pace and the hard work they put in during the first half told against them. The Navy XV took charge of the game and Reeves touched down to the left of the goal. The place kick failed. From the centre kick the Navy again got down and Reeves repeated his previous performance. Almost on time Gilbert ran over, and, taking the place kick, sent the ball between the posts. Just as the whistle sounded for time, the Navy XV, winning by 11 points to 0. The Navy XV were selected from H.M.S. Cygnet and Titania.

SHOP EARLY TO OBTAIN THE BEST SELECTION

CHOICE CHRISTMAS PRESENTS

GREAT VARIETY. AT LANE, CRAWFORD & CO.

MANDER BROTHERS

OLSINA

le dernier mot in

WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Tel. 1741. HONGKONG

THE FOX-TROT OF THE HOUR "HUMMING"

(No. 3358)

AT

ANDERSON'S

Powell

TELEPHONE 3146.

NEW CONSIGNMENT OF

Keltic

BOOTS AND SHOES. FOR MEN

THE SECRET OF KELTIC SUCCESS:—

"KELTIC'S" are made in Britain to fit the British foot, to please the British taste, to meet every requirement for good form and GOOD WEAR.



NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

THE REGATTA announced to be held at Repulse Bay on 10th December, 1921, has been postponed until a later date. Hongkong 3rd December, 1921. [1848]

NOTICE

NOTICE IS HEREBY GIVEN that the Business of the SREUNG IP COMPANY (南興公司) carried on by LING HOI (梁海), CHAN KAI SHUM (陳啟祥) and LO YU SAM (盧雨三) at No. 27, Wing Lok Street, Victoria, Hongkong, has on the 15th day of November, 1921 been assigned to the Under-assignee who has not accepted the debts and liabilities of the said SREUNG IP COMPANY. Dated the 5th day of December, 1921. 1847] LO SIK (5543)

HONGKONG HOTEL AND REFULSE BAY.

XMAS AND NEW YEAR HOLIDAYS.

SATURDAY, 24th. DECEMBER
DINNER DANCING AT REFULSE BAY HOTEL.

BOXING DAY, MONDAY, 26th. DECEMBER
"FANCY DRESS" DINNER DANCING AT HONGKONG HOTEL GRILL.

WEDNESDAY, 28th. DECEMBER
DINNER DANCING AT REFULSE BAY HOTEL.

NEW YEAR'S EVE
SATURDAY, 31st. DECEMBER

"FANCY DRESS" DINNER DANCING AT REFULSE BAY HOTEL.

(Sunday being New Year's Day, the above Dinner Dance will commence from 7.30 P.M.)

MONDAY, 2nd. JANUARY, 1922.

DINNER DANCING AT REFULSE BAY HOTEL. [1846]

S.S. "ANGKOR"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLES & COLOMBO, in connection with the Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon 10-day requesting it to be landed here.

Bills of Lading will be countersigned by the Under-assignee on or before the 15th inst., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on FRIDAY, 9th inst., at 10 A.M.

No Fire Insurance has been effected. R. BODENFUSER, Acting Agent. Hongkong, 3rd December, 1921. [1848]

A FREE LECTURE

ON

CHRISTIAN SCIENCE

By

JOHN C. LATHROP, C.S.B.

of Brookline, Mass.

Member of the Board of Lectureship of The Mother Church.

The First Church of Christ, Scientist, Boston, Mass.

will be given in the

CITY HALL

Chamber of Commerce Room
THURSDAY, 8th. December 1921 at 5.30 P.M.
You are cordially invited to attend. [1842]

THE CHINA LIGHT AND POWER

COMPANY, (1919), LIMITED.

THE THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, 27, GONGPO'S BUILDING, CHATER ROAD, HONGKONG, on SATURDAY, the 10th December, 1921 at 11 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September 1921, and electing a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be closed from THURSDAY, the 1st December 1921 until SATURDAY, the 10th December 1921, both days inclusive.

SHEWAN, TOMES & CO., General Managers. Hongkong, November 18th. 1774

NATIONAL LOANS.

BONDHOLDERS are hereby notified that the FOURTH DRAWING of the 3rd YEAR LOAN (\$2,750,000) and the Eighth Drawing of the 7th Year Issue of Short Term Bonds (\$4,800,000) will be held, as announced by the Loan Bureau of the Ministry of Finance in Peking on 1st and 10th December respectively and that payment of drawn bonds will be made on 31st. December.

Bonds of the 1st Year 6 per cent. Loan (converted issue) which were drawn on 10th November last, amounting to \$3,712,514.40 will be redeemed on 1st. December next, and the interest coupon \$1,631,706.84 will be paid on same date.

The interest coupon on the 3rd YEAR LOAN, 7th Year Short Term Bonds, and the 7th Year Long Term Bonds due on 31st December next will be paid on 3rd. December.

F. A. AGLEY, Inspector General of Customs. Inspectorate General of Customs. Peking 21st November, 1921. [1828]

INTIMATIONS

DANTE CENTENARY CELEBRATION.

A CONCERT will be held at the THEATRE ROYAL on MONDAY, the 5th December, at 8.15 P.M. in connection with the above Celebration, to which all those interested are cordially invited.

A Lecture on Dante will be delivered by Mr. G. P. de MARTIN, M.B.E., B.A. 1838

NOTICE

WE beg to give Notice that we have this day REMOVED Our Offices to No. 1A, CHATER ROAD, (3rd Floor).

CARTERS

late 17, Queen's Road, C. Hongkong December 1st. 1921. [1822]

NOTICE

SHAREHOLDERS in THE STEAM LAUNDRY COMPANY, LIMITED, entitled to an allotment of Shares in THE HONGKONG HOTEL COMPANY, LIMITED, are requested to forward their claims to the undersigned as soon as possible.

H. N. BEAUREPAIRE, HONGKONG HOTEL COMPANY, LIMITED. (1830)

THE HONGKONG GENERAL

CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that the Committee of the Hongkong General Chamber of Commerce, under powers conferred upon them by the Regulations thereof, have appointed DAVID KEAY BLAIR to be SECRETARY as from this date vice the undersigned resigned.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 1st December, 1921. [1832]

HONGKONG HOTEL GRILL

THE New Grill Room is provided with a Dance Floor and Jazz Orchestra, and it is now possible for patrons to dance during dinner each evening.

TEA DANCING will be held in the Grill Room from 4.30 p.m. to 6.30 p.m. every Monday, Tuesday, Thursday and Friday. An entrance charge of \$2. per head will be made which will include afternoon tea.

REFULSE BAY HOTEL

TEA AND DINNER DANCING will be held on Wednesdays and Saturdays only, and on Sundays. The Orchestra will not be in attendance on other days unless specially advertised. [1834]

NOTICE

UNION INSURANCE SOCIETY OF CANTON, LD.

CERTIFICATE No. 1068 for 5 Shares Nos. 63091, 63095 Certificate No. 1067 for 1 Share No. 62068 Certificate No. 1098 for 2 Shares Nos. 85605/85606 standing in the Society's Register in the name of JULIO DINIZ OLIVEIRA DA SILVA of Canton; have been LOST, and if at the expiration of one month from the date hereof the above documents be not forthcoming the same will be deemed cancelled and of no effect, and NEW CERTIFICATES for the said Shares will be issued by the Society.

C. MONTAGUE EDE, General Manager. Hongkong, 28th November 1921. [1810]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND

GENERAL BROKER.

No. 24, D'Aguiar Street, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE

HOUSEHOLD FURNITURE.

SATURDAYS:—

EXCELLENT

HOUSEHOLD FURNITURE.

A. G. DA ROCHA

AUCTIONEER.

Has received instructions to sell by Public Auction.

on MONDAY,

5th December, 1921, at 10.30 a.m.,

at his Sales Room,

A LARGE ASSORTMENT OF

IMPORTED PATENT MEDICINES,

"DRUGGISTS' SUNDRIES, ETC."

Including: Aspirin's, Enamels, Blauco,

Shaving Brushes, Peel Juice, Dental Paste,

Cough Lozenges, Kola-Vin, Vichy Salts,

Sanitary Power, Vetaizo Blood and Nerve

Food, Lyso, Grape Nuts, Chamberlain's

Cough Remedy and Pain Balm, Toilet Paper,

Stear's Cod Liver Oil, Vim, etc., etc.

Note—The attention of Hospitals, Private

Dispensaries and Pharmacies is called to this

sale.

Terms:—Cash on delivery.

A. G. DA ROCHA. [72]

JUST RECEIVED.

LATEST EDITIONS.

of

POSTAGE STAMP CATALOGUES

from

Scotts at \$3.30

Yvert et Tellier at \$3.00

GRACE & CO

Dealers in Postage Stamps, Toys,

Garden Seeds, Pictorial Post Cards, etc.

No. 10, WYNDHAM STREET, HONGKONG.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "BOWEN CASTLE"

From NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 23th Inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to the Under-assignee on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, November 29th, 1921. 1817

NOTICE TO CONSIGNEES.

The Steamship "NIPPON"

FROM TRIESTE, VENICE, PORT SAID,

ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th November.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-assignee on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, December 1st, 1921. [1827]

"BEN" LINE STEAMERS LTD.

NOTICE TO CONSIGNEES

FROM ANTWERP, MIDDLESBRO',

LONDON AND STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-assignee on or before the 15th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, December 2nd, 1921. [1839]

THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

THE MOTORSHIP

"JAVA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

A fire having occurred on board, General Average bonds will have to be signed by consignees.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Dec. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Dec., at 10 A.M.

All Claims must reach us before the 12th Dec. or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by MANNERS & BACKHOUSE, LTD., Agents.

Hongkong, December 2nd, 1921. [1840]

PREPAID "WANTED"

ADVERTISEMENTS

Letters are lying at this Office for

BOZES CK, KX, LM, LN, LR, LT, LU,

LW, MA, ME, MZ, NB, NP, A

WANTED.—EUROPEAN WOMAN

for light employment at the Peak. Apply Box NX, care of Daily Press Office. [186]

WANTED.—AN ASSISTANT

for a Firm of Auctioneers; one having previous experience preferred. Good opening for the right man. Care of A.B.C. [185]

TO LET.—A Flat in Mohsin Buildings,

Nathan Road, Kowloon. Apply to MESSRS KAYAMALLY & CO. 5, D'Aguiar St. [153]

TO LET.—Vazira Cottage, Kowloon Tong

Water pipes and "Delco" lighting laid on. Telephone, tennis lawn and garden. Apply to MESSRS KAYAMALLY & CO. 5, D'Aguiar St. [114]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Merchant Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Dayspring"

INTIMATION

W. & A. GILBEY'S

PORT-INVALID

A very fine vintage Wine.

On sale by all compradors

and at

A. S. WATSON &

CO. LTD.,

Wine and Spirit Merchants.

PHONE No. 16.

HONGKONG OFFICE: 104, DES VOGES RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG, DECEMBER 5th, 1921.

CHINA'S MOST REMARKABLE

RAILWAY.

This autumn has seen the completion of a railway project in North China which is noteworthy for several things.

We refer to the line which links the old Manchuria citadel of Suiyuan with Peking.

Though it has taken twenty years to complete, it is not a great railway so far as actual length of trunk line is concerned, being only 1,218 ft., or about 400 English miles. That it has taken so long to construct is due very largely to the fact that the line has involved more mountain construction than any other line thus far built in China.

Many foreign travellers are familiar with the first section of the line, running via the famous Nankow Pass to Kalgan; from Kalgan to Suiyuan the line proceeds via Pingtiuchuan. The elevation at Kalgan is 2,456 feet; at Shiptati, where the ascent is to the plateau is made, the elevation is 5,181 feet; and at the terminus it is 3,435 feet above sea level. What gives this line a special claim to distinction, apart from the engineering difficulties of the project, is the fact that it has been built entirely by Chinese engineers, with Chinese capital.

"Not a single dollar of foreign capital has been used for this railway, nor has a single foreigner been employed on the railway staff," said the Minister of Communications exultingly at the celebration of the completion of the line. Well might it be said that this is an achievement of which China may be justly proud.

The line has been built partly on the earnings of the Peking-Mukden railway, and by means of domestic loans. Now a further extension of the line to Paotow-chon has been commenced, and it is expected that the present line, which is earning fair interest on capital invested, will be able to finance the extension. The gross receipts of the Peking-Suiyuan line last year were \$2,182,168 in excess of the operating expenditure. Paotowchen is situated on the upper Yellow River and is a central market for the products of Mongolia, Kiangsu and Sinkiang.

"We wish this railway," said the Minister of Communications, in turning the first sod of the extension, "to be not merely a carrier of goods, but a carrier of civilization and a means to unite more closely

the people of Mongolia and the North-West with those of other parts of the Republic. Owing to the distance and the lack of means of communication, the people of certain parts of Mongolia and the North-Western provinces have hitherto not enjoyed the same degree of civilization and not evinced the same interest in the affairs of the country as ourselves.

We hope the railway will remedy this.

We could wish that the same enterprise and determination in the matter of railway construction had been shown further South during the past ten years or so.

Though the people of the South are nowadays no less alive than are the people of the North to the great advantages of railway communications, enterprise has been less in evidence in the Southern provinces, doubtless owing to the constantly-recurring political disturbances, which has made the investment of capital unsafe.

For this reason the grand trunk line between Canton and Hankow, which it was predicted, when it was started, would be completed in five years, seems likely to take twenty-five years. Let us hope that, in the words of the Prime Minister, China will advance "in the light of the honour and glory gained by the construction of the Peking-Suiyuan line." It is a great step towards progress to have it recognised that "the civilisation of a country depends upon its economic wealth, which in turn depends upon its transport facilities." When it is mentioned that the vast territories of China contain only 5,000 miles of railway, and we contrast this with the 7,000 miles of railway possessed by China's little neighbour Japan, which has an area equal to but a single province of China, we get an idea of the enormous field for railway development which China represents.

From the cabin of the chief officers of the S.S. Yangtze, a sum of \$340 was stolen on Friday evening.

The St. George's Society of Hongkong are arranging to hold a ball in the City Hall on Friday, January 6th.

Senator Thelan, of the U.S. Senate, who is touring the Orient with some friends, is arriving from Manila by the Golden State which is due this morning.

For mooring their cargo boats too close inshore seventeen defendants were fined at the Marine Court on Saturday. For failing to show regulation lights three others were fined \$5 each.

A coat said to contain a gold watch and chain valued at \$111 and \$100 in notes, is alleged to have been stolen on the evening of the 2nd inst. from the second floor of No. 5, Ting Shing Lane.

There, Rev. J. Kirk Macdonachie is to give a Lantern Lecture on "The Solar System" at the Helena May Institute to-day (Monday), December 5th, at 5.30 P.M. This lecture is open to the public.—Adv.

The motor car raffled at the St. Vincent de Paul Society Bazaar was won by ticket 1310, held by Miss Amelia Figueiredo. The total received is expected to be close upon \$25,000 or \$7,000 more than last year.

Mr. G. N. Orme has been appointed Estate Duty Commissioner, Official Receiver, and Registrar of Trade Marks and Patents, and Mr. Percy Burn, an Assistant to the Secretary for Chinese Affairs, and a Deputy Registrar of Marriages.

Several hundred Chinese coolies who were brought to France during the war were embarked on the 16th ult. on their return to China. Rigorous measures, says a cable, were taken for their repatriation, as many of the coolies did not wish to leave France.

There will be an Evening Dance at the Helena May Institute on Thursday, the 29th December, from 8.30 p.m

LEASED TERRITORIES.

MR. BALFOUR ON POSITION OF HONGKONG AND KOWLOON.

THE SHANTUNG QUESTION.

CHINESE AND JAPANESE DELEGATES IN CONFERENCE.

POLAND AND LITHUANIA AGAIN.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

WASHINGTON CONFERENCE. BRITISH DELEGATION WORKING IN PERFECT HARMONY.

WASHINGTON, December 2nd.

The Dominion members are actively co-operating with the British delegation. Mr. Balfour is especially gratified with the perfect harmony in which the whole delegation is working. No decision is reached without common consultation on every question.

M. BRIAND HOPES FOR TANGIBLE RESULTS.

PARIS, December 3rd.

M. Briand, interviewed, declared that tangible results could be expected from the Washington Conference which was not limited to abstract resolutions. He denied the accusations brought against France by interested propaganda. France did not desire the military hegemony to which Germany aspired. Referring to Lord Curzon's speech he declared that he was always ready to enter into friendly conversations with Britain, but he saw no occasion for the early summoning of the Supreme Council which might be necessary if Germany sought a new reparations plan. He thought this was unlikely to occur during the Washington Conference.

The Chinese explained that they did not desire it to be inferred that, because they entered the conference, China receded from her attitude with reference to the disputed territories. With reference to the lease of Kiaochow the Japanese explained the view of control of the Tsingtao railway on the basis of the Japanese Note of September 7th.

THE NAVAL HOLIDAY.

WASHINGTON, December 3rd.

The impression is growing in American navy circles that it may prove expedient to modify Mr. Hughes' ten years naval holiday scheme sufficiently to permit of the construction of building capital ships during the holiday upon a very restricted basis. Evidently the Americans share the view of the British and Japanese delegates that such a modification is necessary.

LATER.

A NEW STAGE IN THE NEGOTIATIONS.

It is understood that a new stage in the negotiations regarding the naval ratio, described as very formidable, has been reached by the Conference between the British, United States and Japanese delegates. An official statement says: "Mr. Balfour, Baron Kato and Mr. Hughes had an extended interview respecting the naval proposals. No comment upon the interview can be made at present." Immediately afterwards the Japanese began to communicate with Tokyo.

THE SHANTUNG QUESTION.

WASHINGTON, December 3rd.

The Sino-Japanese delegates discussed the Shantung question, entering into the heart of the controversy. Each side reasserted its position taken up in the last four Sino-Japanese Notes, particularly with reference to the Tsingtao-Tsinan-fu Railway.

LATER.

BARON KATO'S SENTIMENTS.

A communiqué states: The first meeting of the Sino-Japanese delegates was held yesterday. Responding to opening remarks of Mr. Hughes and Mr. Balfour, who expressed gratification at the Sino-Japanese acceptance of their good offices and the desire to secure a fair and satisfactory arrangement of the Shantung Question, Baron Kato replied expressing his gratification at meeting the Chinese representatives. "I cannot let this occasion pass without expressing my appreciation of the offices of Mr. Hughes and Mr. Balfour. Japan is eagerly looking forward to an early settlement of this protracted controversy. It is the desire of the Japanese people to eliminate all cause of misunderstanding between China and Japan in order that these neighbouring nations may live in the future in perfect harmony. He had no doubt that the same sentiment was fully shared by the Chinese.

"THE REAL ISSUES."

The Japanese not unkindly of the difficulties with which the Chinese Government was confronted in entering into direct negotiations on this subject. The Japanese are confident that if it is approached from a broader perspective the question should be susceptible of a speedy solution. The vital interests of the two nations are in no way conflicting and it is unfortunate that the real issues are very largely misunderstood by the public. The term "Shantung Question" was itself a misnomer. The question does not relate to the whole province; the important points now awaiting adjustment adjusting relate only to the manner of restoring to China territory less than half of one per cent. of the province, also the disposition of the railway 250 miles long, and its appurtenant mines, formerly under the exclusive management of Germany.

DR. WELLINGTON KOO'S STATEMENT.

WASHINGTON, December 4th.

A communiqué states: Dr. Wellington Koo explained the history of the leased territories, concluding that both Britain and France based their claims to leases on the ground of the necessity for preserving the balance of power in the Far East. Conditions had entirely altered in the last twenty years. With the elimination of the German menace a particularly important and disturbing factor had been removed. Russia had also disappeared. Similarly, the misrule of the Manchurian dynasty had disappeared. The very fact that a Conference was being held at Washington for arriving at a mutual understanding indicated an added reason for dispensing with the necessity for maintaining the balance of power which was the principal ground of the Powers' original claims. Therefore, the Chinese delegation believed that the time had come for the Powers to relinquish control of the leased territory.

Dr. Koo added that the existence of such leased territories greatly prejudiced China's territorial administration and integrity because they were all situated upon strategic leaseholds. They also hampered the work of national defence by constituting in China a virtual imperium in imperio. Furthermore the shifting of the conflict of interests of different leaseholders had involved China more than once in complications, of which the Russo-Japanese war was caused by the Russian occupation of Port Arthur and Kiaochow brought the European war to the Far East. Some of these territories were utilised with a view to economic domination of vast adjoining regions as points d'appui for the development of spheres of interest to the detriment of the principle of equal opportunity for the commerce and industry of all nations. In the interest not only of China, but of all nations and especially for the peace of the Far East, the Chinese delegation asked for early annulment of the leases and urged meanwhile that the leaseholders undertake not to make use of the leases for any naval or military purposes.

The Chinese delegation were fully conscious of the obligations upon them after the termination of the leaseholds. China would be prepared to respect and safeguard the legitimately vested interests of the different Powers within those territories.

FRENCH AND JAPANESE ANNOUNCEMENTS.

M. Viviani announced that the French Government was prepared to restate leaseholds. Mr. Hanibara said Japan had not obtained leases from China directly, but, as the successor of other Powers at a sacrifice of men and treasure, it had succeeded Russia in the Kwangtung leasehold and had succeeded Germany in Kiaochow. Japan had already announced her willingness to give up the latter regarding which conversations were now proceeding. He added that Japan has no present intention of relinquishing the important rights she had lawfully acquired in Port Arthur which formed part of the region where, by close proximity to Japan, she had vital interests relating to her economic life and national safety. This fact was recognised and an assurance was given by the American, British and French Governments when the international consortium was formed that the vital interests of Japan in this region should be safeguarded. The interests established in Kwangtung were regarded as an essential part of Japanese economic life.

THE POSITION OF HONGKONG.

Mr. Balfour pointed out that the leaseholds were held under very different and very varying circumstances. Britain held two different kinds of leases which must stand on a different footing. It had been asked why it was considered necessary that the leased territory of Kowloon should come under the same administration as Hongkong, but that was because, without leased territory Hongkong, perfectly indefensible, would be at the mercy of any enemy with modern artillery. The safeguarding of Hongkong was not merely in British interests, but was one in which the whole world was concerned as it was easily first among the world ports. Mr. Balfour proceeded to read extracts from the United States Government Commercial Handbook on China supporting his contention that the position of Hongkong in the world is unique and unparalleled. Hongkong was the financial centre of the East and it would be a great misfortune if anything occurred calculated to disturb the confidence of the nations using Hongkong. The Kowloon extension was in a different category and must be dealt with in a different spirit from leaseholds which acquired from totally different motives.

CONCERNING WEIHAIWEI.

Mr. Balfour said Weihaiwei was acquired during the general movement of obtaining leaseholds in which the British Government was moved by the desire of China by other Powers. It also was based on the desire for the maintenance of the balance of power with a view to the maintenance of the policy of the "Open Door," being intended to check predatory actions by Germany and Russia. He emphasised that the lease gave no economic rights or advantages to Britain.

CHINESE GREATLY PLEASED.

WASHINGTON, December 4th.

The French Delegation has informed the Far Eastern Committee of its readiness to associate in collective restitution of Chinese territorial leases provided that the details of restitution are regulated by agreement between the Chinese Government and each interested Government. It is reported that the Japanese have agreed to discuss the retirement of many of their territorial privileges in Manchuria. The Chinese are greatly pleased with the generous offers of all three Powers, especially Britain.

EARLIER CABLES.

NAVAL HOLIDAY PRINCIPLE NOT AFFECTED.

LONDON, December 2nd.

The Morning Post's Washington correspondent was responsible for the report of the discovery of an oversight in the drafting of Mr. Hughes' naval holiday proposals. The correspondent says that the modifications necessary relate entirely to the naval holiday and do not affect the principle agreed upon in regard to capital ship tonnage.

THE DISCUSSION ON NAVAL RATIO.

WASHINGTON, December 2nd.

The Far Eastern Committee referred China's request for the withdrawal of troops to the drafting committee headed by Senator Root for further study. Probably the question will be continued at another meeting of the nine Powers committee to-morrow, when the question of special spheres of influence and leased territory may also be taken up. Shantung and the naval ratio continue to be the main issues of the Conference. While the expected conference of the Big Three on the ratio settlement could not actually be arranged yesterday, Baron Kato and Mr. Balfour had a long private discussion. All three later exhaustively examined the reports submitted by their respective naval experts.

It now seems likely that a settlement of both questions may be delayed owing to the departure of Mr. Balfour to-morrow for New York for two ceremonial dinners. He will not be returning before Tuesday night. Discussions are proceeding to-day.

M. BRIAND'S RETURN.

PARIS, December 2nd.

M. Briand has arrived from Washington.

LATEST CABLES.

POLAND AND LITHUANIA SORE.

REASSUMING AN UGLY APPEARANCE.

LONDON, December 4th.

The long-standing sore between Poland and Lithuania about the possession of Vilna is reassuming an ugly appearance. The Polish General Zeligowsky who seized Vilna long ago is now resigning but the change is merely nominal. The Poles are determined to hold an election for the Constituent Assembly beginning in January which the Lithuanians vehemently resent while the whole question of the disposal of Vilna is still under consideration by the League of Nations and the country is under military terrorism. Zeligowsky has issued a decree surrendering the supreme power over Central Lithuania to Meyertowicz, an ex-member of the 1914 Duma and an ex-member of the Council of State, Petrograd.

GERMAN VESSELS FOR SALE.

LONDON, December 2nd.

Lord Inchcape's committee has disposed of 417 ex-enemy vessels during the past year, valued at nearly twenty million sterling. It now issues a novel list offering sixteen cargo vessels of 4,000 tons or upwards, still under repair in German yards, preparatory to receiving the highest class of Germanischer Lloyd.

FIRM NOTE TO GERMANY.

GRAVE CONSEQUENCES MAY RESULT.

PARIS, December 2nd. The Reparations Commission has sent a firm note to Germany on account of the non-reply to the question regarding the mode of payment of the next two instalments.

The Reparations Commission's Note points out the grave consequences resulting for Germany from failure to effect the payments and urges the Government to influence Germans who are known to possess holdings abroad in order to obtain the necessary foreign securities. The commission is convinced that Germany's difficulties arising from the depreciation of the mark are due to financial rather than to economic causes. It points out that Germany's failure to balance the budget resulted in an increase of paper currency and it urges the Government to take without delay the necessary measures for placing the financial situation on a sound basis.

OBITUARY.

BANK OF ENGLAND DIRECTOR.

LONDON, December 3rd. The death has taken place of the Rt. Hon. Frederick Hutt Jackson, a director of the Bank of England.

EARLIER CABLES.

FORMER REUTER'S REPRESENTATIVE IN JAPAN.

LONDON, December 2nd. The death has occurred of Mr. H. W. Linford, formerly Reuter's representative in Japan.

LATEST CABLES.

BRITAIN AND EGYPT. PAPERS RESPECTING THE RECENT NEGOTIATIONS.

LONDON, December 3rd.

The Anglo-Egyptian official papers respecting the negotiations of the Egyptian delegation confirm that the military question was mainly responsible for the failure to reach an agreement. The draft convention handed to Adly Pasha on Nov. 10th provides that Britain shall undertake to support Egypt in defence of her vital interests and the integrity of her territory. British forces shall have free passage through Egypt and shall be maintained in such places of Egypt and for such periods of time as are determined and shall have facilities for the acquisition of barracks, aerodromes, naval harbours, etc. The Egyptian reply presented on November 15th suggests that localisation of British forces in the region of the Canal would have been sufficient. It says that the British proposal constitutes occupation pure and simple and destroys every idea of independence.

The reply also objects to the stipulations governing the conduct of foreign affairs which provide for consultation with the British Government through the High Commissioner before entering any political agreements with foreign powers; likewise to the appointment of financial and judicial commissioners, etc. The High Commissioner, in a letter to the Sultan dated to-day, says the British Government is prepared to consider any methods for carrying out suggestions on the proposals. It cannot, however, modify the principle on which the proposals are based or relax the essential safeguards they contain.

COLLISION IN IRISH SEA. SINN FEIN DELEGATES ON BOARD.

The Irish mail boat, with the Sinn Fein delegates, Mr. Collins and Mr. Duffy who were returning to Dublin bearing the latest Downing Street proposals for consideration by the Dail Eireann cabinet which met to-day, collided this morning with a schooner, which sank. Three of the latter's crew were drowned. The mail boat returned to Holyhead and the Sinn Fein delegates proceeded to Kingstown in another steamer.

OTTER-HUNTING CLAIMS. COMPENSATION TO BRITISH SCOOONERS.

WASHINGTON, December 3rd.

The Anglo-American Claims Tribunal awarded 4,784 dollars in compensation cases concerning three British schooners which a United States sailing patrol prevented from otter-hunting in the Behring Sea in 1900.

PAPER FOR RUSSIA.

HELMINGFORS, December 3rd.

The Finnish Papermill Association has contracted to supply Russia with a further seven hundred tons of paper.

NEW G. O. C. FOR THE STRAITS.

LONDON, December 3rd.

The appointment is gazetted of Major-General Malcolm to take command of the troops in the Straits Settlements.

AMERICAN MERCHANT MARINE.

ESTABLISHMENT OF SHIP SUBSIDY POLICY.

NEW YORK, December 3rd.

The Associated Press's correspondent at Washington says that Mr. Harding will send a special message to Congress early in January recommending the establishment of a ship subsidy policy in the United States, with definite recommendations. He will take up the whole subject of the American merchant marine.

GERMAN FINANCIAL PROBLEM.

FRENCH GOVERNMENT DRAFTING ITS OWN PLAN.

LONDON, December 2nd.

In connection with yesterday's Paris message Sir John Bradbury has denied the authorship of the moratorium scheme. The French Government is apparently hastily drafting its own plan for meeting the German financial problem. M. Briand is reported to have discussed it with M. Louchet in the train en route for Paris from Havre.

ALLIED DEBT DEBT BILL.

WASHINGTON, December 2nd.

It is understood that the Senate leaders have agreed to the request of President Harding to rush the Allied debt refunding bill through the Senate.

INTERNATIONAL COURT OF JUSTICE.

GENEVA, December 3rd.

The International Court of Justice has been convoked for January 30th.

THE ARBUCKLE TRIAL.

JURY UNABLE TO AGREE.

SAN FRANCISCO, December 3rd.

The jury in the Arbuckle trial could not agree and were locked up for the night.

LANDRU APPEALS.

PARIS, December 2nd.

Landru has lodged an appeal.

EARLIER CABLES.

IRISH NEGOTIATIONS. FINAL DRAFT OF THE CABINET PROPOSALS.

LONDON, December 2nd.

The Sinn Fein envoys are on the way to Dublin carrying the final draft of the Cabinet's proposals, which are understood to comprise probably Dominion status for the twenty-six counties in the south and west, Ulster to have the option to apply for inclusion in an All-Ireland Parliament later, allegiance on the lines of the Dominions within the Empire, a commission to be established to determine the political and religious frontiers of Tyrone and Fermanagh, with power to decide on a plebiscite.

A daring attempt to rescue Sinn Fein political prisoners from Derry gaol by means of rope-ladders and motor-cars failed after a fierce conflict between the police, the prisoners, and the would-be rescuers. The constables were found dead, handcuffed, apparently having been chloroformed. Two warders and three civilians have been detained.

HIGH COST OF LIVING. CAUSES RIOTING IN VIENNA.

VIENNA, December 2nd.

Serious rioting is estimated to have caused several milliard crowns' damage, this being a sequel to a demonstration of thirty-five thousand workmen outside Parliament House against the cost of living. The demonstrators presented a series of drastic demands with a view to alleviating the conditions, after which they got out of hand and attacked nearly all the cafes in the inner city and main suburban streets, necessitating their closing up for a considerable period. A large number of shops were pillaged, and much havoc was wrought at leading hotels, including the Bristol, where the rioters penetrated to the guests' rooms and stole property. The victims included Sir William Goode, Chairman of the Austrian Reparations Committee, whose room was forced while he and his friends were within, nearly all their clothes and belongings being taken under their eyes. Four hundred arrests were made. The Social Democrat leaders warned their adherents to desist from further demonstrations, which they attribute to irresponsible elements.

GERMAN PAYMENTS TO ALLIES.

FINDING THE PRESENT POSITION DIFFICULT.

BERLIN, December 2nd.

The Lokalanzeiger shows that, apart from indemnities, Germany is finding difficulty in meeting clearing-house demands in connection with the payment of enemy debts, and has not yet paid the ninety-one million gold marks due, but has sent a representative to Paris to discuss the matter with the Allies.

KU KLUX KLAN AGAIN? BRITISH MISSIONARY TARRED AND FEATHERED.

MIAMI (Fla.), December 2nd.

The British Consul has been instructed to investigate the tarring and feathering of the Rev. Mr. Irvin, a British missionary, whom his assailants accused of preaching social equality and intermarriage between blacks and whites.

STRAITS SETTLEMENTS LOAN BEING UNDERWRITTEN IN LONDON.

LONDON, December 2nd.

A Straits Settlements loan of \$5,155,000 at per cent. of 15 to 30 years' currency at the price of 97 is being underwritten.

THE FLUCTUATING MARK.

LONDON, December 2nd.

Mark closed on London at 900.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

GRANT TO LEVER HOUSE IN CANTON.

PARIS, December 2nd.

The French Academy's yearly distribution of prizes, in money grants to a large number of meritorious persons and charitable institutions has taken place. The French-managed Shikong lever house in Canton has been given two thousand francs.—Havas.

CHINA TO SETTLE THE ABBOTT LOAN.

NEW YORK, December 2nd.

The Chinese Government is paying the interest due on December 1st on the \$5,500,000 loan from the Pacific Development Company and arranging to pay the principal in ninety days.

CHINESE BANK ACCOUNTANT ATTACKED.

STABBED WHILE RIDING IN A CHAIR.

While riding home in a chair to 29, Eastern Street, at 9.25 p.m., on Friday evening, an accountant of a Chinese Bank, named Wong Ki Tong, on Wing Lok Street, was attacked by a man with a dagger. Rushing up behind the chair the man stabbed the accountant in the chest. The wounded man screamed and shouted a "Save life!" His assailant fled, leaving the weapon in the man's check. The injured man is unable to give any clue as to the cause of attack.



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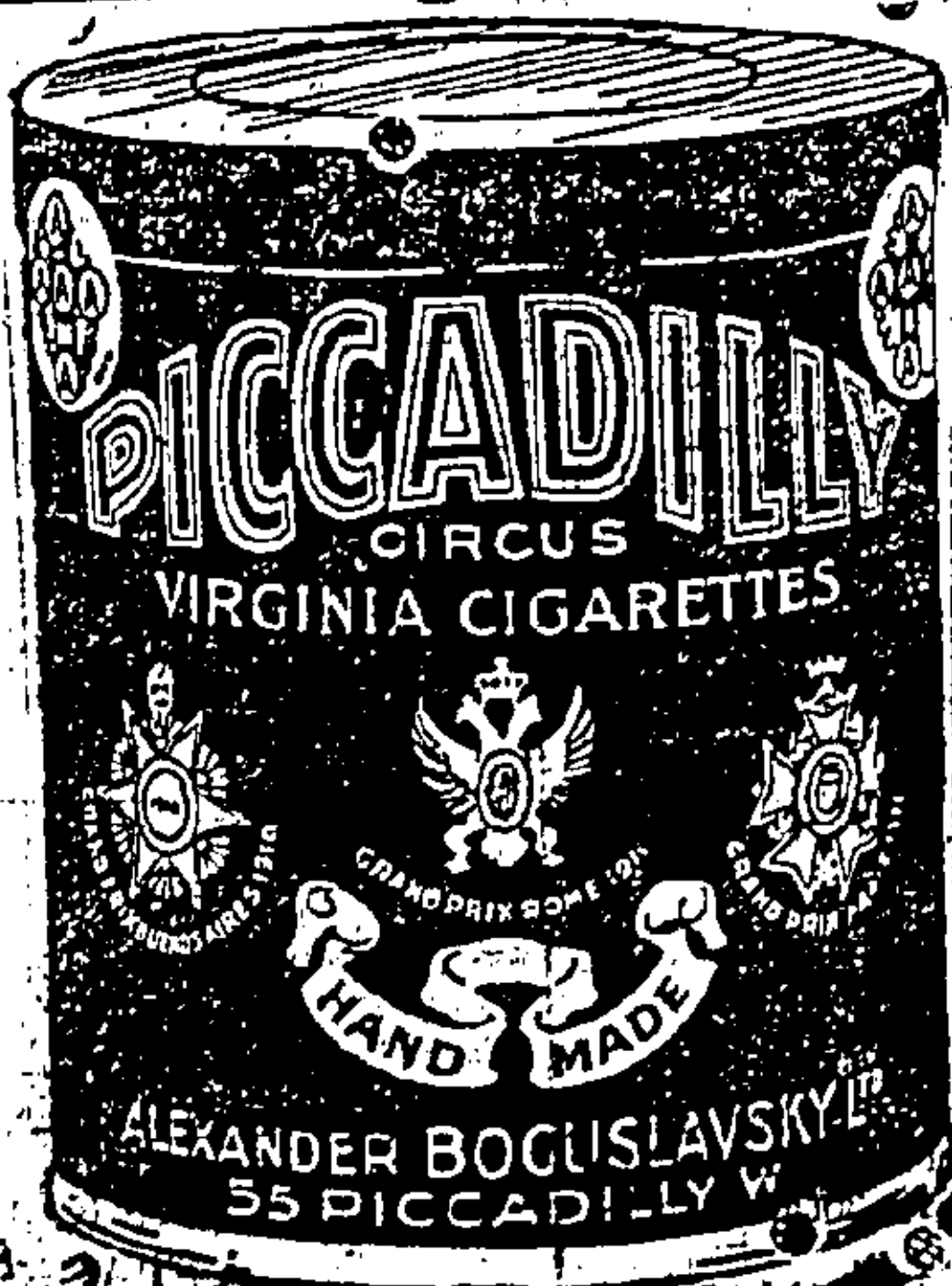
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PROBLEM OF THE WORKER.

SATAN ON THE THRONE.

At the Church Congress at Birmingham on October 12th, the morning session was devoted to a discussion of industrial problems. The Rights and Responsibilities of Property were dealt with by the Rev. Christopher Cheshire, warden of Liddon House, who vigorously attacked what he called the profoundly revolutionary character of the modern conception of property. To-day, he declared, property was regarded as a kind of permit to possess without working, and the grave misuses of property had led to the sins of greed and idleness. Lives that performed no toil and were therefore unproductive were a scandal to the whole community. Equality of opportunity was impossible under a system like ours, which distributed wealth with such gross injustice. All the meritorious citizens of London did not live in Mayfair, and a society in which this injustice existed would never be a happy one.

Mr. H. S. Slesser (standing counsel to the Labour party) contributed a paper on the same subject. The laity, he declared, lagged behind the clerics in their appreciation of the importance of a right ordering of property in the interests of religious life. Nearly the whole priesthood was beginning to recover a sacramental sense of the privileges of property, but large masses of comfortable Churchmen and women were still fearful of Labour, trade unionism, and the rising claims of the masses.

Papers followed on Capital, Labour, and Competition. The Rev. Charles E. Raven, editor of the *Challenge*, declared that the existing industrial system was built up under the influence of a wholly un-Christian philosophy of life. The competition system placed Satan on the throne of the universe; but it had failed to work, and was producing its own overthrow. Industry had become dehumanised, and, in order to meet the Federation of Employers, Labour had organised itself into vast unions in which the human being became a mere cypher. In the interests of collective bargaining we got the cult of 'ca' canny, and competition had given place, not to liberty, but to slavery. The substitution of soulless public companies and soulless trade unions, for the old relationship was a change for the worse. Thousands were looking for help and guidance to Christ and his Church. Were they to look in vain?

In another paper Mr. R. H. Tawne, a Fellow of Balliol, advocated the maximum possible degree of publicity as to costs, profits, and wages, to that industrial relations should not be poisoned by the hiding of facts. Provision for unemployment should be made when trade was good, and not when it was bad. Instead of distributing large dividends three years ago firms should have been under a legal obligation to make provision for the early foreseen depression by setting aside part of their profits to be used in supporting workers discharged because of it.

Mr. H. E. Blain, assistant managing director, London-General Omnibus Co. Ltd., dealt with the matter from another point of view. He traced the history of the relations between Capital and Labour, and divided them into four epochs, namely, the patriarchal, family, or household system; the guild or handicraft system; the domestic system; and the factory system. We were still in the fourth stage, but it was accentuated by the combination of masters, and even industries in trusts and combines, and the combination of workpeople in trade unions. There was at present overwhelming and ghastly unemployment caused by trade depression. It was a profound disappointment that the very promising National Industrial Conference of 1919 did not culminate in a National Industrial Council, which would give a definite lead on industrial matters. We could not make progress with discussions conducted in different camps, and he suggested that a dozen men from Capital and a dozen from Labour should allow themselves to be metaphorically locked up like a jury until they had come to a recommendation for a solution of our present industrial problem. Such a conference would include amongst its subjects for settlement such questions as wages, hours, and conditions, arbitrative strikes and lock-outs, production, unemployment, organisation of labour, division of profits, Labour's share in the control of industry.

The concluding paper was read by Mr. John Ames, general secretary of the Industrial League, and Council, who dealt with service in industry. The immediate future, he said, did not look very bright, but it would not be improved by such section ganging its own gait. If war could inspire such great sacrifice and service, surely the ideal of a nobler, freer, and fuller life could inspire great attainments to secure the peaceful development of commerce and industry. This could only be done by service, by the union of those interested, and by spiritual influence, as opposed to the material, being developed in industry. The Industrial League and Council pointed the way through the Whitley Council.

In the course of a general discussion the Rev. C. B. Magee referred to the appalling growth of modern Communism in Great Britain and urged the need of a crusade against the Communist Sunday schools, of which, he said, there were forty in London alone.

The Bishop of Exeter said many speakers had referred to the present condition of affairs as if it were the result of inadequate Government action. What we were troubled with was not that the Government had not enough power, but that it had too much. We were not merely Government-ridden by the British Government, but by foreign Governments. The reason why there were so many out of work in Birmingham was that they were being under-sold by the Germans, and this was because the German mark had depreciated. That was the result of Government action.

There are 11,000 ex-officers continuing their education at the universities under the Government scheme, said Mr. Fisher in Parliament, and the cost to the end of September had been £2,724,534.

WEATHER REPORT.

December 4th, at 10.45. — Pressure has increased considerably over N.E. Japan, and decreased slightly at Weihaiwei and Shanghai. It is nearly stationary in south-western districts.

The anticyclone has weakened and moved eastward. There is a typhoon to the S.W. of Guam. It appears to be moving W.N.W. 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 27.18 inches, against an average of 34.08 inches.

The forecast for the 24 hours ending at noon to-day is as follows: —

District	Forecast
Hongkong to Gap Book	N.E. winds, fresh to moderate, fair.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamooka	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 4th.

	Previous Day at 2 p.m.	On 4th at 6 a.m.	On 4th at 3 p.m.	On 5th at 3 p.m.
Barometer	30.18	30.18	30.15	30.15
Temperature	65	63	68	68
Humidity	70	68	62	62
Wind Direction	N.	E.N.E.	E.	E.
Force	3	2	3	3
Weather	or	b	c	c
Rain	0.04	0.00	0.01	0.01

Highest open-air Temperature on 3rd ... 68

Lowest open-air Temperature on 4th ... 63

HONGKONG TIDE TABLE.

From 5th to 11th December, 1921.

HIGH WATER.				LOW WATER.			
Day or Week	Days of Month	H'kong Standard Time	Height	Day or Week	Days of Month	H'kong Standard Time	Height
Mon.	5	h. m.	ft. in.	Mon.	5	h. m.	ft. in.
		3 15 a	4 7			7 41	2 0
Tues.	6	m 0 1	8 5	Tues.	6	m 8 32	2 3
		4 20 a	4 8			5 57 a	4 6
Wed.	7	m 0 53	8 0	Wed.	7	m 8 32	2 3
		5 9 a	5 1			5 57 a	4 6
Thurs.	8	m 2 4	5 5	Thurs.	8	m 10 16	2 7
		2 38 a	5 4			11 2 a	4 5
Fri.	9	m 3 34	5 1	Fri.	9	m 11 2	2 8
		5 53 a	5 7			0 16 a	4 0
Satur.	10	m 6 11	4 8	Satur.	10	m 11 42	3 0
		6 11 a	6 1			1 9 a	3 3
Sun.	11	m 6 23 a	4 8	Sun.	11	m 1 9	3 3
		6 35 a	9 6			0 20 a	3 0

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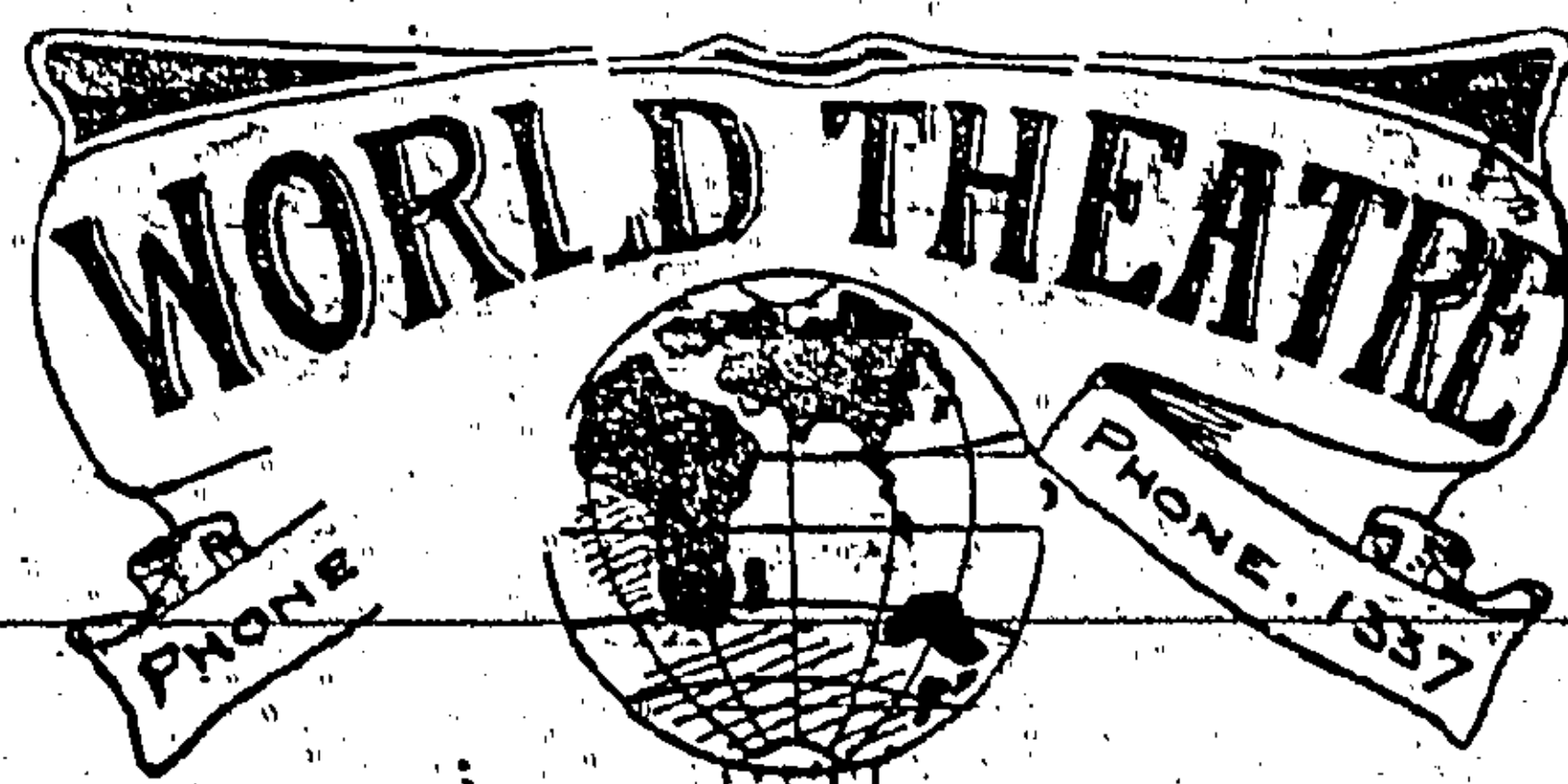


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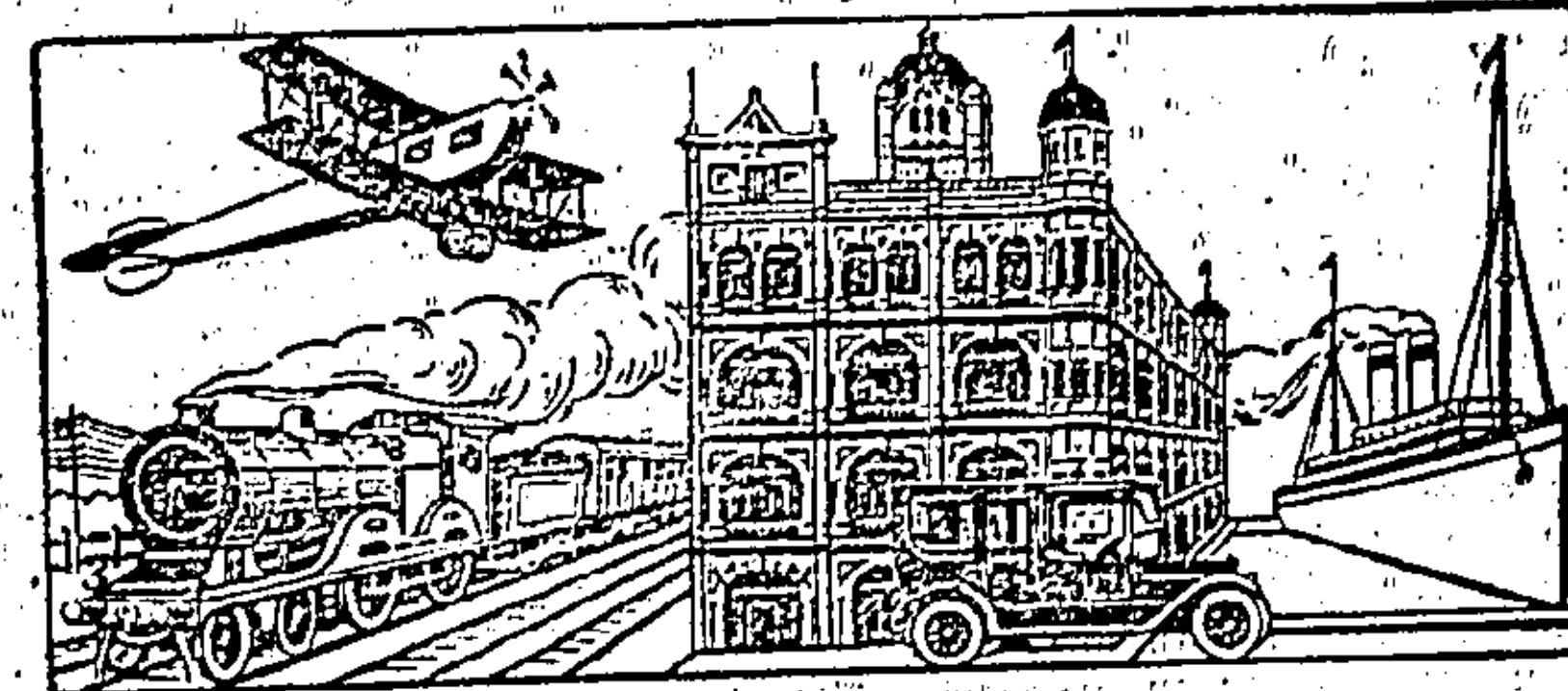
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S.S. "NIPPON" ... sailing on or about 16th December.
S.S. "CILICIA" ... sailing on or about 10th Jan. 1922.
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SUWA MARU (calling Manila) ... Wednesday, 18th Jan., at 11 a.m.
FUEFUKI MARU ... Wednesday, 4th Mar., at 11 a.m.
KATORI MARU (Nagasaki direct) ... Saturday, 4th Mar., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang,
Colombo, Suez and Port Said.
HAKONE MARU ... Friday, 9th Dec., at 11 a.m.
YOSHINO MARU ... Friday, 23rd Dec., at 11 a.m.
YOSHINO MARU ... Friday, 6th Jan., at 11 a.m.
MISHIMA MARU ... Friday, 30th Jan., at 11 a.m.
HAMBURG, via LONDON & ROTTERDAM.
LIVERPOOL via MARSEILLES.
KAMAKURA MARU ... Tuesday, 13th Dec.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
TANGO MARU ... Tuesday, 20th Dec., at 11 a.m.
NIKKO MARU ... Tuesday, 17th Jan., at 11 a.m.
AKI MARU ... Tuesday, 14th Feb., at 11 a.m.
NEW YORK, via PANAMA & CUBAN PORTS.
TOBA MARU ... Friday, 30th Dec.
NEW YORK via SUEZ.
TSUYAMA MARU ... Saturday, 31st Dec.
BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
BOMBAY via Singapore, Penang and Colombo.
KAGA MARU ... Thursday, 8th Dec.
AWA MARU ... Sunday, 18th Dec.
CALCUTTA via Singapore, Penang & Rangoon.
TSUSHIMA MARU ... Sunday, 11th Dec.
YAMAGUCHI MARU ... Saturday, 24th Dec.
NAGASAKI, KOBE & YOKOHAMA.
MIKAO MARU ... Friday, 16th Dec., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
MATSUMOTO MARU ... Monday, 5th Dec.
TATSUNO MARU ... Monday, 5th Dec.
YAMAGATA MARU ... Saturday, 18th Dec., at 11 a.m.
MISHIMA MARU ... Tuesday, 19th Dec.
For further information apply to—
NIPPON YUSEN KAISHA
K. H. KAMEI, Manager.
Telephone Nos. 292 & 293

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FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" ... on or about 8th Dec.

For further particulars, please apply to—
Branch Office, 27, Boshan Street, Wanchai, HONGKONG.
Top Floor, King's Building, Tel. No. 145.
S. MITARAI, Agent.

MEANING OF YPRES.

(BY SIR PHILIP GIBBS, K.C.B.)

A Ypres League has been founded in which all men of ours who served in the salient are associated as members of a brotherhood in arms, unforgetful of the dead comrades who lie there—200,000 of them—and mindful of their own service in the ordeal of battle, which for many was hardest there, and of the meaning which that name Ypres will have for ever in our history.

Large numbers of officers and men who served at Ypres have already enrolled themselves as members of the League, and have received their certificate of membership, finely designed and good to keep as a memorial of honour. The families of those who fell in the salient may have now this same document, with the service and sacrifice of their own men recorded upon it, so that their children may keep it in reverence and shall remember. In the city of Ypres itself, among the ruins there, will be kept a register of the dead, and plans are in progress to mark the sites of the great battles, to guide pilgrims to the most memorable places of historic fighting, to keep the League in friendly touch with the people who have come back to those fields, and if possible—in these hard times—to put up some visible memorial on behalf of the League. That may be a belfry whose chimneys, sounding across the Menin Road, below Passchendaele, beyond Hooge, will be a spiritual call to the hearts of those who know what happened here.

These plans and the idea of the League depend for great success upon the response of all those hundreds of thousands of men who now in civil life look back upon the old days in Flanders as the time of their supreme test, in which, by the grace of God and their own strength of soul, such as it was, they did not fail.

IN REMEMBRANCE

There is nothing but sentiment in the idea of the Ypres League. Yet it is a sentiment in which there is no fainty, no morbid touch, but something which belongs to the best pride of men, to the gladness they have in the courage that was theirs in frightful hours, or at least in the mastery they had over the fear that was in them, and their resistance to the misery, the beastliness of the filth, the terrors that were around them in those grim battlefields where death took a freakish choice of life.

I believe there is hardly a man in those hundreds of thousands who, in years to come, will not be glad to nod his head towards that framed certificate of honour and say, "You see, I served at Ypres!"—not in boastfulness, but in remembrance. I think, too, that the children of those who died in those fields will cherish that bit of paper as a proof of brave ancestry. I am one of those who can tell them that any man who went out through Ypres along the Menin Road, who sat in the dirty ditches of Hooge who helped in any way to get forward to the ridges up to Passchendaele, and defended by any service the last hold on the ruins of the city, passed the highest test of human courage.

There were other British battlefields where the test came. The fields of the Somme were the fighting grounds and the graveyards of thousands of gallant men. From St. Quentin to La Bassée across the Vimy Ridge, out beyond Arras, there is not a yard of earth that does not belong to the history of British valour, suffering, and sacrifice. Each hummock of ground was a landmark in this frightful epic of human strife. But the Ypres salient is especially the greatest battleground of the British race. All our divisions passed, through the furnace there at one time or other. Not one of them escaped that ordeal, and by general consent it was the worst place of all.

NEW ARMIES' ORDEAL

It was worst of all in the early days of the war, when the Germans made their thrust towards Calais, and all we had of strength—which was not much—barred their way until the lines were thin and ragged, but still unbroken, in the first battle of Ypres and the second. It was the worst place when the New Armies came along and learnt their first lessons in the school of war, and were dogged by shell-fire. The enemy had all the good ground on the ridges above us. They had perfect observation of all we did, from the Wytschate Ridge and the Messines Ridge and Westhoek, and the Frezenberg. They had great gun power when we were weak in guns, and the New Army had to stand under fire, without "answering back," or with much artillery, and by day or night, as they marched up the roads to Ypres past Vlamertinghe, as their guns went up and their wagons, and their mules, shells followed them, met them and caught them and they were "fed up" with it all.

There were "fed up" with the stinking pits of Hooge, where they lay in water, lice-eaten, with the smell of death in their nostrils, with mine craters close to them. It was the worst place of all for many months, and for longer than that. Year after year the Ypres salient did not change its character very much. It was never really pleasant for British soldiers. It was not a "health resort" even after the capture of the Messines Ridge, when we knew how much the enemy had seen—and were staggered at the knowledge. It was less of a "health resort" when the battles of Flanders began in 1917. It was then one of the most dreadful plots of ground upon which the old moon had ever looked down since the beginning of the world.

VIA DOLOROSA

Hundreds of thousands of men wallowed through the swamps in enormous strife, under immense and all-destructive storms of high explosive. The solid earth became a liquid bog when the rains began and did not end. By Gloucester Wood and Inverness Copse wounded men fell and

were drowned in the swamps, and I saw them lying there. The way to Passchendaele was a *via dolorosa* and the horror of it, the immense range of its misery and massacre, was only relieved and lightened by the wonderful patience, the most grim endurance, of those masses of British soldiers who in their masks of mud refused to surrender in their souls to the agony they endured. As I write these human pictures come back to me hauntingly, and I salute again the men who served in the Salient of Ypres, infantry and gunners, lorry drivers and stretcher-bearers, Air Force and tanks, machine gunners and trench-mortar men, the great heroic crowd.

There were other bad days and weeks and months, when the enemy was strong still in the last phase of the war which was touch-and-go for us. I remember seeing old Bailleul go up in flames and Kemmel captured, and all our old roads about Westoutre tapped out by shell-fire. The battalions of ours who were in the salient then stood between us and ruin. They were weak battalions, worn down to little groups of dazed and tired men, fighting all the time, snatching a little sleep, and waking up to fight again. It was a weak line—that curved round Ypres and its ramparts—but it was strong enough to save us all, and the ragged ruin of the Cloth Hall in Ypres is a pillar of victory gained by an immense sum of death now gathered into the graveyards where those comrades lie.

BROTHERHOOD OF ARMS

All our armies on the Western Front passed through Ypres. The Ypres League is the brotherhood of all ranks who served there. The annual reunions of officers and men belonging to the League which it is proposed to the League which it is proposed to hold would gather up locally the spirit of those five years of history.

No large fee is needed for membership. The subscription for one year is five shillings, and for life membership two pounds ten shillings. If the response is as great as expected the League will be a widespread fellowship without distinction of rank, from field-marshal to private soldier, and will have a vital influence in perpetuating great memories when in spite of the enormous tragedy of war the virtue of the common man was nobly revealed. The Ypres League will hold the remembrance of that. Its secretary is Major Marat, at the offices of the League, 23, Henrietta Street, Cavendish-square, London, W.

THE OLD "ATLANTIQUE" IN PORT.**RENAMED THE "ANGKOR."**

A "wounded veteran"—the old *Atlantique*—was in Hongkong harbour for a few hours on Saturday on her first trip after discharge from hospital where she has been under treatment for wounds sustained in the Great War. She is not only entirely cured but is actually better than before she was hit, for the dock surgeons have given her an entirely new and improved "inside" and "topside." She has also a new name—the *Angkor*. A number of guests, including the French Consul-General, M. Reau, the Rev. Father Robert, the Director of Public Works (the Hon. Mr. T. L. Perkins) and representatives of other shipping companies and of the Press, accepted the invitation of M. Reau, the local agent of the Compagnie des Messageries Maritimes, to tea on the vessel on Saturday, when an opportunity was given of seeing the improvements made. A new deck has been interfering with the handsome lines of the vessel. The new deck provides a surprisingly large amount of accommodation, including two delightful lounges—one fore and one aft. The dining saloon is now a very spacious and handsome apartment and the cabins have been modernised and give ample space. The furnishings are of high quality. A piece of the torpedo that damaged the vessel has been mounted and is exhibited over a "suitable inscription."

The vessel is manned by a French crew and the cooking is evidently done with the expertness for which the French nation is famous. Visitors on Saturday, after trying the French pastries and the delicately flavoured ices, wished that the chef could be persuaded to hand on a few "wrinkles" to local caterers so that the monotony of restaurant tea might be somewhat relieved.

Mons. Rodenbuser, in a short speech, mentioned that the *Atlantique* was torpedoed off Bizerte in May, 1918; she was saved with much difficulty, the torpedo having made a hole 175 square metres in extent. However, the steamer managed to reach Bizerte and was temporarily repaired there. Afterwards she was reconstructed and brought up-to-date at La Ciotat, France. Everything, in fact, was new except the hull.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central.

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SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW ... "LEESANG" ... Tues. 6th Dec. D'light.
SHANGHAI via SWATOW ... "CHOYANG" ... Tues. 6th Dec. D'light.
Kobe ... "CHAKSANG" ... Tues. 6th Dec. D'light.
Tientsin via Weihaiwei & Chefoo ... "CHIPSING" ... Tues. 6th Dec. Noon.
SANDAKAN ... "HINSANG" ... Tues. 6th Dec. Noon.
SHANGHAI & TUNGTAO via SWATOW ... "WAISHING" ... Thurs. 8th Dec. D'light.
HAIPHONG ... "WINGSANG" ... Thurs. 8th Dec. 10 a.m.
MANILA ... "L'ONGSANG" ... Fri. 9th Dec. 3 p.m.
BANGKOK via SWATOW ... "BOESANG" ... Sat. 10th Dec. 10 a.m.
STRAITS & CALCUTTA ... "LAISANG" ... Tues. 20th Dec. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Cebu when inducement offers.

HAIPHONG LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers a.s. "HINSANG" and a.s. "MAUSANG" both steamers carrying excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

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S.S. "LAISANG" will be despatched on or about
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M/V "GLENNAVY"	11th Dec.	Daio Hongkong
M/V "GLENGLYLE"	14th Dec.	Daio Hongkong
M/V "GLENLUCE"	21st Dec.	Daio Hongkong

HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
S.S. "GLENIFFER"	18th Dec.	GAMOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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SHIPPING NEWS

ARRIVALS.

December 2nd.
Wan Wah, Chinese str., 447 tons, Capt. H. Carneiro, from K. O. Wan and Macao, with a general cargo.—Sik Hing Co.
Tungshing, Chinese str., 788 tons, Capt. Cornhillson, from Haiphong and Hoihow, with rice and general cargo.—Yue Woo S.S. Co.
Wah Hang, Chinese str., 231 tons, Capt. Chung Hin Fong, from Fort Bayard, with a general cargo.—Wing Hang & Co.

December 3rd.
Angkor, French str., 7400 tons, Capt. Desirat, from Marseilles, with a general cargo.—Messageries Maritimes.
Borcia, British str., 2,857 tons, Capt. J. T. Davies, from Balic Papan and Manila, with kerosine oil.—Asiatic Petroleum Co.

Chengle, Chinese str., 838 tons, Capt. S. Fujimoto, from Chetoo, with a general cargo.—Yue Tai Hong.
Choyang, British str., 1,423 tons, Capt. H. G. N. Walkers, from Shanghai, with a general cargo.—J.M. & Co.
Hydrangea, British str., 861 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

John Sanderson, British str., 2,138 tons, Capt. G. Blaney, from Saigon, with rice.—H. M. H. Namaze.
Kaiping, French str., 177 tons, Capt. F. Dubois, from Haiphong and Pukhoi, with a general cargo.—Sing Kee.

Zuichow, British str., 1,920 tons, Capt. R. Ritchie, from Tientsin and Weihaiwei, with a general cargo.—B. & S.
Lushan Maru, Japanese str., 1,517 tons, Capt. T. Yasakawa, from Canton, with a general cargo.—N.Y.K.
Mylio, British str., 1,297 tons, Capt. H. Mays, from Shanghai, in ballast.—Moller & Co.

Providence, Norwegian str., 613 tons, Capt. Ulf, from Canton, in ballast.—Kwong Mow Tai.
Shans, British str., 1,228 tons, Capt. R. Ashby, from Canton, with a general cargo.—B. & S.

Taihan, Chinese str., 1,216 tons, Capt. J. Halkett, from Shanghai, with a general cargo.—C.M.S.N. Co.
Wuhu, British str., 1,227 tons, Capt. Pringle, from Newchwang, with a general cargo.—B. & S.

December 4th.
Empire State, American str., 8,318 tons, Capt. Henry Nelson, from Manila, with a general cargo.—Pacific Mail Steamship Co.

Ganges Maru, Japanese str., 2,733 tons, Capt. R. Yamanoi, from Moji, with a general cargo.—O.S.K.
Haiching, British str., 1,567 tons, Capt. J. S. Thomson, from Swatow, with a general cargo.—D.L. & Co.

Hermelin, Norwegian str., 1,187 tons, Capt. T. Davidson, from Saigon and Tourane, with a general cargo.—Thoresen & Co.

Hainchong, Chinese str., 1,258 tons, Capt. A. O. R. Newburgh, from Canton, with a general cargo.—C.M.S.N. Co.

Soochow, British str., 1,584 tons, Capt. E. Monkman, from Shanghai and Amoy, with a general cargo.—B. & S.
Szechuen, British str., 1,584 tons, Capt. J. Gibbs, from Shanghai and Swatow, with a general cargo.—B. & S.

Taike, Chinese str., 1,044 tons, Capt. Masaki, from Weihaiwei, with a general cargo.—Yue Tai Hong.
Taikwa Maru, Japanese str., 1,294 tons, Capt. K. Aoyama, from Haiphong and Hoihow, with a general cargo.—Y.K.K.

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CLEARANCES.

December 3rd.

Amakusa Maru, for Swatow.

Camillo, for Singapore.

Chipsing, for Canton.

Choyang, for Canton.

Hawaii Maru, for Shanghai.

Hank Kuo, for Bangkok.

Java, for Shanghai.

Kwangang, for Singapore.

Lake Farmingdale, for Hongkong.

Macassar Maru, for Moji.

Mukian Maru, for Hongkong.

Shans, for Swatow.

Shinshu Maru, for Foochow.

Taihan, for Canton.

Wah Hang, for K. O. Wan.

Wuhu, for Canton.

Yenchow, for Shanghai.

Yuenang, for Manila.

Yue Ying Wa, for Hoihow.

PASSENGERS.

ARRIVALS.

Per a.s. Choyang, on December 3rd:—
Captain E. N. Fenton, B.A.F.Per a.s. Taihan, on December 3rd:—
Mr. G. T. Baine.Per a.s. Haiching, on December 4th:—
Messrs. R. O. B. Hockey, C. E. Phipps, W. W. Lyson, J. Pears, O. O. Barnett, S. H. Teath, A. H. Ohang and W. W. Stiff.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Russia will sail from Hongkong at noon on December 5th, for Victoria and Vancouver, B.C. via Shanghai (Wosung), Nagasaki, Kobe and Yokohama.

The China Mail s.s. Nanking is due to arrive at Hongkong to-morrow at daylight.

The B.I. s.s. Gregory Apsar left Calcutta on December 2nd, and may be expected to arrive at Hongkong about December 23rd.

The N.Y.K. s.s. Kaga Maru (Bombay line) left Moji for Hongkong on December 2nd, and is expected here on December 7th.

The R.M.S. Empress of Japan arrived at Yokohama on December 1st, left there on December 2nd, at noon, and is due at Vancouver on December 14th.

The Empress State, with the Chamber of Commerce party, arrived at Hongkong yesterday.

VESSELS EXPECTED.

Golden State (P.M.), due December 5th.

Kaga Maru (N.Y.K.), due December 5th.

Lahore P. & O., due to-day, at 6 a.m.

Takada (B.I.), due December 7th.

Shingo Maru (T.K.K.), due Dec. 9th.

SHIPPING NOTES.

It was recorded recently in Lloyd's list that the Empress of Britain had won for the Canadian Pacific "the blue ribbon of the world" by doing the round trip from Liverpool to Quebec and back to Liverpool in 15 days, 9 hours and 39 minutes. Although this record as a matter of time occupied no longer stands, the Canadian Pacific still retains the honour associated with the fastest run from Liverpool to Quebec and return.

The Empress of France, also of the Canadian Pacific fleet, performed the hitherto unparalleled achievement of steaming from Liverpool to Quebec and back in 15 days, 5 hours and 5 minutes. She left Liverpool at 4 o'clock in the afternoon of September 3rd, and arrived back at Liverpool at 10 o'clock on Friday night, September 9th. For both the west-bound and east-bound crossings her speed averaged over 18 knots.

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E. Asia	Jan. 5	Jan. 23	Montcalm Feb. 17
Montreal	Jan. 17	Feb. 10	Malita Feb. 17
E. Japan	Feb. 3	Mar. 1	Minneapolis Mar. 10
E. Russia	Feb. 23	Mar. 13	Metagama Mar. 24
E. Asia	Mar. 23	Apr. 1	E. Britain Apr. 22

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S.S. "MACASSAR MARU" sailing on or about 5th Jan.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "SAMARANG MARU" sailing on or about 24th Dec.

S.S. "BOERNEO MARU" sailing on or about 18th Jan.

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SHINYO MARU	22,000	Dec. 18th
PERSEA MARU	22,000	Jan. 5th
TAIYO MARU	22,000	Jan. 15th
SIBERIA MARU	22,000	Jan. 1st
TENYO MARU	22,000	Feb. 10th

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† Calling at Dairen and omitting call at Keelung.

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S.S. "EMPIRE STATE" ... Dec. 8th 6 p.m. ... Dec. 28th

S.S. "GOLDEN STATE" ... Dec. 10th Noon ... Jan. 2nd, 1922

S.S. "HOOPER STATE" ... Jan. 21st Noon ... Feb. 15th

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

FOR HAIPHONG.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALAUTTA & COLOMBO

Monthly Sailings.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS FROM ON OR ABOUT WILL LEAVE FOR

KARIMATA ... JAYA ... in port ... 5th Dec. ... SAIGON

HALDAS ... JAYA ... 3rd Dec. ... 8th Dec. ... SAIGON

TUBESAS ... JAPAN ... 8th Dec. ... 10th Dec. ... MUNTOK & BATAVIA

TUBTEVEN ... JAYA ... 11th Dec. ... 12th Dec. ... BATAVIA DIRECT

TUBMANOEK ... SHAT & AMOY ... 12th Dec. ... 16th Dec. ... MSAR. SOERABAYA

TUBKINI ... JAPAN ... 14th Dec. ... 17th Dec. ... JAPAN via SHANGHAI

TUBIANG ... JAYA ... 14th Dec. ... 17th Dec. ... AMOY via SHANGHAI

TUBKEMBANG ... JAYA ... 18th Dec. ... 20th Dec. ...

* Wireless Telegraphy.

This Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon.

Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, First Floor Telephone No. 1974.

VEREENIGDE NEDERLANDSCHE

SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company).

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

Steamers For Sailing on or about

"TOSARI" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 6th Dec.

"OLDKREK" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 1st Jan.

"KALJA" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 16th Feb.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents, York Building

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE &

ELECTRIC WELDERS.

MECHANICAL &

ELECTRICAL

ENGINEERS

TAKO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DRY DOCK.

Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

Sill (H.W.O.S.T.) 24 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE

Tel. Address "TAKO DOCK," HONGKONG.

AGENTS.

HONGKONG, CHINA & JAPAN.

Cable "PLAS" "Q" OVER AFR. PRESS.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on Through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.1. "CITY OF GLASGOW" 6th Dec. London, Rotterdam & Hamburg
2. "KAZEMBE" 18th Dec. London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE

1. "CITY OF MANCHESTER" 30th Feb. London
2. "CITY OF RIMLA" Middle March London

Subject to change without notice.

For particulars of freight and passage rates apply to—

or Bains & Co., Canton.

THE BANK LINE, LTD.,

General Agents

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "KATUNA" via Suez Canal 10th Dec.
2. "KNIGHT OF THE GASTER" via Suez Canal 20th Dec.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KUBE & YOKOHAMA	"PORTHOS" 20,000	On or about 17th Dec.
ARREUILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUEZ & PORT SAID	"AMAZONE" 11,000 "P. LECAT" 20,000	On or about 8th Dec. On or about 19th Dec.

For full particulars regarding sailings, etc., apply to—

R. HODENFUSHER,
Acting Agent,
Queen's Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Sailing 6 or 10 Days)

1. "BAIBING" Capt. J. R. Thomson TUESDAY, Dec. 6th, at 12 Noon
2. "SHALLOON" Capt. W. Cooper FRIDAY, Dec. 9th, at 12 Noon
3. "BAIBING" Capt. W. Cooper TUESDAY, Dec. 13th, at 12 Noon

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIE & CO.,

General Managers

P. & O., British India

Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"LAHORE"	5,200	6th Dec. Noon	Singapore, Colombo & Bombay
"SOMALI"	6,700	10th Dec. 1 p.m.	Marselles, London & Antwerp
"DINERA"	5,800	23rd Dec.	Singapore, Colombo & Bombay
"WELLER"	7,000	24th Dec.	Marselles, London & Antwerp
"DONGOLA"	8,000	7th Jan. 1922	Marselles, London & Antwerp
"EGYPT"	7,941	18th Jan.	B'way, Marselles, L'don. & Antp.
"KASHMIR"	8,841	31st Jan.	Marselles, London & Antwerp
"NAGOTA"	8,854	15th Feb.	do.
"KASHGAR"	8,840	14th Mar.	Singapore, Colombo & Bombay
"SICILIA"	9,709	14th Mar.	Marselles, London & Antwerp
"KITVA"	9,017	13th Mar.	do.
"DEVANHA"	8,024	1st Apr.	do.
"NOVARA"	8,850	15th Apr.	do.
"KALVAN"	8,967	29th Apr.	do.
"PLASSY"	7,846	13th May	do.
"DONGOLA"	8,000	27th May	do.

BRITISH INDIA - APCAR SAILINGS (South)

"EURYLUS"	3,600	5th Dec. 1 p.m.	Singapore only
"ARRATON APCAR"	4,500	6th Dec. 1 p.m.	Calcutta via Singapore, etc.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	13th Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	9th Jan.	do.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	7,000	8th Dec. 4 p.m.	Amoy, Shanghai and Kobe.
"DUNERA"	8,200	10th Dec.	Shanghai only.
"DONGOLA"	8,000	12th Dec.	Shanghai and Japan.
"ARAFURA"	6,000	20th Dec.	Yokohama direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Cargo only.

1st. Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

12, Des Voeux Road Central, HONGKONG.

Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HAI-PHONG	"HUPEH"	On 6th Dec. 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 6th Dec. 10 a.m.
SHANGHAI	"SZCHOUEN"	On 7th Dec. 10 a.m.
SWATOW & SINGAPORE	"LIANGCHOW"	On 7th Dec. 10 a.m.
WENAIWAI, CHANG & TIENTSIN	"KUEIHOW"	On 7th Dec. 4 p.m.
SHANGHAI	"SOOCHOW"	On 8th Dec. Noon
SHANGHAI & TIENTSIN	"SHANGTUNG"	On 10th Dec. 4 p.m.
PAKHAI & HAI-PHONG	"KAIHONG"	On 11th Dec. 10 a.m.
SWATOW, SHANGHAI & PU-KOW	"TEAN"	On 11th Dec. Noon
MANILA, CEBU & ILOILO	"TAKING"	On 11th Dec. Noon

Excellent Saloon accommodation. Steamships Electric Fans in Saloon, and 4th room. Regular schedule service between Canton, Hongkong, Shanghai, and (weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Ports and Northern China Ports. Passengers are landed at Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.



Sailing the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

For VICTORIA, VANCOUVER, SEATTLE

From Hongkong. Arrive Seattle

FREIGHT & PASSENGER SERVICE.

Sailing. Arrive Seattle

S.S. "SILVER STATE" for Manila direct Dec. 30th. Dec. 30th.

S.S. "KEYSTONE STATE" Dec. 10th. for Seattle. Jan. 20th.

S.S. "SILVER STATE" Dec. 30th. for Seattle. Jan. 20th.

S.S. "PINETREE STATE" for Manila direct Jan. 3rd. Feb. 3rd.

S.S. "PINETREE STATE" Jan. 14th. for Seattle. Feb. 3rd.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "ABERCOSS" Dec. 7th.

Through Bills of Lading issued to Oriented Promissory notes.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Union Building. [7]

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NOTICE POST OFFICE

INWARD MAILS.

FROM	PER	DATE
Singapore	5th inst.	
Japan	7th inst.	
Yokohama	8th inst.	
Calcutta and Straits	9th inst.	
Straits	10th inst.	

OUTWARD MAILS.

FOR	PER	DATE
Straits & "Ba" kok	Burgundy	Monday, 5th, 11.30 A.M.
Swatow	Hydra	Monday, 5th, 2.30 P.M.
Swatow and "Batavia"	Karimata	Monday, 5th, 4.00 P.M.
Shanghai and N. China	Olderik	Monday, 5th, 4.00 P.M.
Mothers and "Haiphong"	Easton	Monday, 5th, 5.00 P.M.
Swatow, Shanghai and "North China"	Chiyang	Monday, 5th, 5.00 P.M.
Japan	Chiyang	Monday, 5th, 5.00 P.M.
Swatow and "Bangkok"	Loosung	Monday, 5th, 5.00 P.M.

Haiphong	Hupei	Tuesday, 6th, 9.00 A.M.
Straits, "Bangkok", Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay and Aden	Lahore	Tuesday, 6th, 10.30 A.M.
*Straits, "Bangkok", Calcutta and "Aden"	Arratoon Apoor	Tuesday, 6th, 10.30 A.M.
Wei-hai-wei, Chefoo and Tientsin	Chiyang	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy, and Foochow	Chiyang	Tuesday, 6th, 11.00 A.M.
Sandakan	Chiyang	Tuesday, 6th, 11.00 A.M.
Swatow and Bangkok	Kalgan	Tuesday, 6th, 1.00 P.M.
Shanghai and North China	Loosung	Tuesday, 6th, 1.00 P.M.
Swatow, "Straits" and "Bangkok"	Loosung	Tuesday, 6th, 1.00 P.M.
Keelung, "Shanghai" and "North China"	Loosung	Tuesday, 6th, 1.00 P.M.
*Japan, "Hankow", "Canton", "U.S.A.", "Central" and "South America" & "EUROPE" via SAN FRANCISCO	Korea Maru	Wednesday, 7th, 8.00 A.M.
Wei-hai-wei, Chefoo and Tientsin	Kueichow	Wednesday, 7th, 3.00 P.M.
*Swatow, "Shanghai" and "North China"	Waiching	Wednesday, 7th, 5.00 P.M.
Shanghai, North China, Japan, Canada, United States, Central and South America, and "EUROPE" via VANCOUVER B.C.	Empress of Russia	Thursday, 8th, 8.15 A.M.
Haiphong	Wingang	Thursday, 8th, 9.00 A.M.
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A., Central and South America and "EUROPE" via SAN FRANCISCO	Empire State	Thursday, 8th, 3.45 P.M.
*Shanghai and "N. China"	Soochow	Thursday, 8th, 10.00 A.M.
Amoy, "Shanghai", Ceylon, Mauritius, Straits, "Bangkok", South Africa, India via Dhanushkodi, Bombay and Aden	Takada	Thursday, 8th, 2.30 P.M.
Swatow, Amoy, and Foochow	Hakone Maru	Friday, 9th, 8.45 A.M.
Philippine Islands	Tioboda	Friday, 9th, 11.00 A.M.
Shanghai, North China, Japan, Canada, United States, Central and South America and "EUROPE" via VICTORIA	Loosung	Friday, 9th, 2.00 P.M.
Straits, "Bangkok", Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay and Aden	Keystone State	Friday, 9th, 5.00 P.M.
*EUROPE via MARSEILLE	Somali	Saturday, 10th, 8.45 A.M.
Haiphong, and "North China"	Loosung	Saturday, 10th, 9.00 A.M.
Shanghai and North China	Shantung	Saturday, 10th, 3.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"LAOMEDON"	9TH DEC.	London, Rotterdam & Hamburg.
"TERESIAS"	13TH DEC.	London, Amsterdam & Antwerp.
"BELLEPHON"	20TH DEC.	London, Rotterdam & Hamburg.
"LYCAON"	3RD JAN.	London, Amsterdam & Antwerp.
"HELENUS"	10TH JAN.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"ORESTES"	6TH DEC.	Liverpool.
"DEUCALION"	19TH DEC.	Marseilles, Havre, & Liverpool.
"AGAMEMNON"	21ST DEC.	Genoa & Liverpool.
"OANFA"	1ST JAN.	Liverpool.

PACIFIC SERVICE

"TALHYBIUS"	13TH DEC.	Victoria, Seattle & Vancouver.
"TYNDAREUS"	3RD JAN.	
"PROTESILAUS"	31ST JAN.	

NEW YORK SERVICE

"KNIGHT OF THE GARTER"	20TH DEC.	via Suez.
"YANGTZE"	30TH DEC.	via Suez.

PASSENGER SERVICE

"TERESIAS"	13TH DEC.	for Singapore & London.
"TYRRHUS"	8RD FEB.	for Shanghai and Japan.

OR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

Capital	U.S. \$4,000,000
Surplus, over	U.S. \$2,000,000

HEAD OFFICE:
NEW YORKHead Office for the Orient,
HONGKONGBRANCHES:
CANTON, HANKOW, MANILA, TIENTSIN

CHANGSHA, PEKING, SINGAPORE

D. M. HIGGINS, Manager.

COMMERCIAL

OPENING QUOTATIONS

ON LONDON	3rd December
Telegraphic Transfer	87 1/2
Bank Bill, on demand	87 1/2
Bank Bill, at 30 days sight	87 1/2
Bank Bill, at 6 months sight	87 1/2
Credit, at 4 months sight	87 1/2
Documentary Bill, 4 m/s sight	87 1/2
ON PARIS	
Bank Bill, on demand	74 1/2
Credit, 4 months sight	50 1/2
ON NEW YORK	
Bank Bill, on demand	53 1/2
Credit, at 60 days sight	53 1/2
ON HONGKONG	
Telegraphic Transfer	198 1/2
Bank Bill, on demand	198 1/2
ON SHANGHAI	
Bank Bill, at sight	111 1/2
Private, 30 days sight	111 1/2
ON YOKOHAMA	
On demand	111 1/2
ON MANILA	
On demand	111 1/2
ON SINGAPORE	
On demand	111 1/2
ON BATAVIA	
On demand	111 1/2
ON BANGKOK	
On demand	111 1/2
ON CANTON	
On demand	111 1/2
ON HONGKONG	
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ON BATAVIA	
On demand	111 1/2
ON BANGKOK	
On demand	111 1/2
ON CANTON	
On demand	111 1/2

HONGKONG AND SHANGHAI

BANKING CORPORATION

Hongkong Head Office	
Paid-up Capital	\$15,000,000
Reserve Funds	\$15,000,000
Stating	\$15,000,000
Silver	\$15,000,000
Reserve Liability of Proprietors	\$15,000,000
Court of Directors:	
G. T. M. Ewing, Esq., Chairman	
G. M. Donnell, Esq., Deputy Chairman	
D. G. M. Bernard, Esq.	
A. E. G. Gubbay, Esq.	
E. R. Holyoak, Esq.	
Hon. Mr. A. C. Lang	
Chief Manager:	
Hon. Mr. A. G. STEPHEN	
Manager: Hongkong—A. H. BARKER, Esq.	
Manager: Shanghai—G. H. STEIN, Esq.	

LONDON COUNTY WESTMINSTER & PARREY BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, November 11th, 1921. (8)

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, December 29th, 1920. (9)

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	\$2,000,000
Reserve Fund	\$2,000,000
Reserve Liability of Proprietors	\$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.
Hongkong, March 30th, 1921. (10)

NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1824.

A. Capital	F. 100,000,000
Paid-up Capital	F. 80,000,000
Reserve Fund	F. 18,979,240
Special Reserve	F. 40,180,000

Head Office—Amsterdam.

Branches at:
The Hague—Rotterdam.

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Sourabaya
Bombay	Padang	Sourabaya (Solo)
Calcutta	Palembang	Teking Ting
Cebu	Pekalongan	Penang (Deli)
Djember	Pemang	Tegal
Djakarta	Pontianak	Tokel Boto
Kobe	Rangoon	Tyutjat
Kota Radja	Samarang	Welterden
Langsa	Shanghai	

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GOSKAMP,
Acting Manager.
Hongkong, September 22nd, 1921. (11)

THE HONGKONG DAILY PRESS

OPENING QUOTATIONS

ON LONDON	3rd December
Telegraphic Transfer	87 1/2
Bank Bill, on demand	87 1/2
Bank Bill, at 30 days sight	87 1/2
Bank Bill, at 6 months sight	87 1/2
Credit, at 4 months sight	87 1/2
Documentary Bill, 4 m/s sight	87 1/2
ON PARIS	
Bank Bill, on demand	74 1/2
Credit, 4 months sight	50 1/2
ON NEW YORK	
Bank Bill, on demand	53 1/2
Credit, at 60 days sight	53 1/2
ON HONGKONG	
Telegraphic Transfer	198 1/2
Bank Bill, on demand	198 1/2
ON SHANGHAI	
Bank Bill, at sight	111 1/2
Private, 30 days sight	111 1/2
ON YOKOHAMA	
On demand	111 1/2
ON MANILA	
On demand	111 1/2
ON SINGAPORE	
On demand	111 1/2
ON BATAVIA	
On demand	111 1/2
ON BANGKOK	
On demand	111 1/2
ON CANTON	
On demand	111 1/2
ON HONGKONG	
On demand	111 1/2
ON SHANGHAI	
On demand	111 1/2
ON YOKOHAMA	
On demand	111 1/2
ON MANILA	
On demand	111 1/2
ON SINGAPORE	
On demand	111 1/2
ON BATAVIA	
On demand	111 1/2
ON BANGKOK	
On demand	111 1/2
ON CANTON	
On demand	111 1/2

HONGKONG AND SHANGHAI

BANKING CORPORATION

Hongkong Head Office	
Paid-up Capital	\$15,000,000
Reserve Funds	\$15,000,000
Stating	\$15,000,000
Silver	\$15,000,000
Reserve Liability of Proprietors	\$15,000,000
Court of Directors:	
G. T. M. Ewing, Esq., Chairman	
G. M. Donnell, Esq., Deputy Chairman	
D. G. M. Bernard, Esq.	
A. E. G. Gubbay, Esq.	
E. R. Holyoak, Esq.	
Hon. Mr. A. C. Lang	
Chief Manager:	
Hon. Mr. A. G. STEPHEN	
Manager: Hongkong—A. H. BARKER, Esq.	
Manager: Shanghai—G. H. STEIN, Esq.	

LONDON COUNTY WESTMINSTER & PARREY BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, November 11th, 1921. (8)

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, December 29th, 1920. (9)

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	\$2,000,000
Reserve Fund	\$2,000,000
Reserve Liability of Proprietors	\$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.
Hongkong, March 30th, 1921. (10)

NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1824.

A. Capital	F. 100,000,000
Paid-up Capital	F. 80,000,000
Reserve Fund	F. 18,979,240
Special Reserve	F. 40,180,000

Head Office—Amsterdam.

Branches at:
The Hague—Rotterdam.

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Sourabaya
Bombay	Padang	Sourabaya (Solo)
Calcutta	Palembang	Teking Ting
Cebu	Pekalongan	Penang (Deli)
Djember	Pemang	Tegal
Djakarta	Pontianak	Tokel Boto
Kobe	Rangoon	Tyutjat
Kota Radja	Samarang	Welterden
Langsa	Shanghai	

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GOSKAMP,
Acting Manager.
Hongkong, September 22nd, 1921. (11)

THE HONGKONG DAILY PRESS

OPENING QUOTATIONS

ON LONDON	3rd December
Telegraphic Transfer	87 1/2
Bank Bill, on demand	87 1/2
Bank Bill, at 30 days sight	87 1/2
Bank Bill, at 6 months sight	87 1/2
Credit, at 4 months sight	87 1/2
Documentary Bill, 4 m/s sight	87 1/2
ON PARIS	
Bank Bill, on demand	74 1/2
Credit, 4 months sight	50 1/2
ON NEW YORK	
Bank Bill, on demand	53 1/2
Credit, at 60 days sight	53 1/2
ON HONGKONG	
Telegraphic Transfer	198 1/2
Bank Bill, on demand	198 1/2
ON SHANGHAI	
Bank Bill, at sight	111 1/2
Private, 30 days sight	111 1/2
ON YOKOHAMA	
On demand	111 1/2
ON MANILA	
On demand	111 1/2
ON SINGAPORE	
On demand	111 1/2
ON BATAVIA	
On demand	111 1/2
ON BANGKOK	
On demand	111 1/2
ON CANTON	
On demand	111 1/2
ON HONGKONG	
On demand	111 1/2
ON SHANGHAI	
On demand	111 1/2
ON YOKOHAMA	
On demand	111 1/2
ON MANILA	
On demand	111 1/2
ON SINGAPORE	
On demand	111 1/2
ON BATAVIA	
On demand	111 1/2
ON BANGKOK	
On demand	111 1/2
ON CANTON	
On demand	111 1/2

HONGKONG AND SHANGHAI

BANKING CORPORATION

Hongkong Head Office	
Paid-up Capital	\$15,000,000
Reserve Funds	\$15,000,000
Stating	\$15,000,000
Silver	\$15,000,000
Reserve Liability of Proprietors	\$15,000,000
Court of Directors:	
G. T. M. Ewing, Esq., Chairman	
G. M. Donnell, Esq., Deputy Chairman	
D. G. M. Bernard, Esq.	
A. E. G. Gubbay, Esq.	
E. R. Holyoak, Esq.	
Hon. Mr. A. C. Lang	
Chief Manager:	
Hon. Mr. A. G. STEPHEN	
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Hongkong, November 11th, 1921. (8)

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For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, December 29th, 1920. (9)